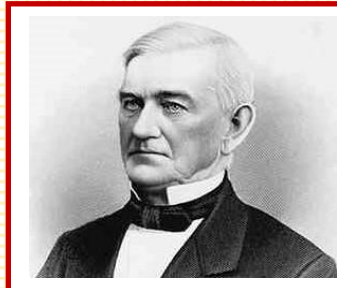


WILLIAM JOHNSTON

**CAROLINA
RAILROAD KING**



Born 1817 in Lucia, NC. Died 1896 in Charlotte, NC.

University of North Carolina at Chapel Hill - Graduate of 1840 (University Trustee from 1889 to 1896)

President of the Charlotte, Columbia, and Augusta Railroad Company

Mayor of Charlotte (Four Terms) - Presided Over Creation of Charlotte's First African - American Grade School

**Financier - Charter Member and 22-Year Director of Charlotte's Commercial National Bank
(Predecessor of Today's Bank of America, the Nation's Second Largest Bank)**

Mecklenburg County Delegate to the State Convention of 1861

**Religious Rights Advocate - Successfully Proposed the 1861 State Ordinance
Amending North Carolina's Constitution to Broaden Religious Tolerance**

North Carolina Commissary General (June to September of 1861)

Lawyer, Capitalist and Active Promoter of Public Enterprises

NC Society of Historians
2020
Historical
Book Award

Christopher Hunt Robertson, M.Ed.

Related Biography:
Carolinian Robertsons:
The Family of Adj. Gen.
Thomas Ross Robertson

WILLIAM JOHNSTON
CAROLINA RAILROAD KING

Christopher Hunt Robertson, M.Ed.

Family Contributor: James Mark Robertson

Contributors did not preview this work so any errors should be attributed to the author only.

Unless otherwise noted, historical images of persons were provided by the Robertson family's collection.

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This 2020 Edition includes additional photographs.
A supplement is scheduled for 2023 release, "Carolinian Robertsons."

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ISBN 978-0-359-81079-6

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2020 Google Books Edition

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Chapter 1: Introduction

- Author's Note -

In 1890, William Johnston was reportedly the largest individual tax payer in Charlotte, then North Carolina's third largest city. His wealth, equivalent to over \$6,000,000, garnered news attention, but the bigger story was how he had acquired it. While doing well, he had done much good for Charlotte, both Carolinas and Georgia. In Charlotte, he had visualized, financed and supervised the building of that town's early infrastructure. It would be difficult to name anyone who contributed more to Charlotte's ambitious growth during the 1800's - as a small village in economic decline transformed into a progressive city. Referring to South Carolina, one newspaper exclaimed that William Johnston, the "Carolina Railroad King," "had done for her material prosperity more than any citizen of that state." His leadership spanned over five decades as the Old South waned and the New South rose.

After receiving his license to practice law in 1842, William settled in Charlotte, a village with a population less than one thousand. The passing of the region's gold rush had seriously diminished the local economy, and Charlotte's small population was rapidly declining. By the 1850's, Charlotte's leaders realized that developing railroads might be the only way to stop residents from leaving.

William became one of his region's earliest and most ambitious railroad advocates. Before the Civil War, when state funding was unavailable, his financial acumen inspired the confidence of private investors and he worked relentlessly to develop several rail lines through his hometown. In fact, of the four railroads established in Charlotte before the war, William contributed to the creation of two and the management of another. While the state-funded North Carolina Railroad gave Charlotte access to northern cities, William's privately funded efforts helped to give Charlotte access

to points east (including Wilmington, NC), points south (including Columbia and Charleston, SC), and destinations in the rapidly growing west. His railroads suffered greatly during the war, but William led in their rebuilding. After winning five lawsuits, he consolidated his railroads, creating a major inland north-south trunk line. Charlotte, the little landlocked village that had struggled to get its products to market, had gained access to two major seaports and was a railroad hub on the fastest rail route between New York and the deep South. It was well on its way toward becoming the Carolinas' largest city.

If William's story had ended there, his legacy would have been remarkable. But after "retiring" from railroad management, in 1873 at age 56, William focused on developing his hometown. He understood that transportation access alone was insufficient. For Charlotte to continue its growth, it needed to acquire the assets of a first-class city. He would be elected Mayor four times. He would develop a luxury hotel tailored to attract cotton mill and railroad leaders. With a few others, he would organize Charlotte's Commercial National Bank in 1874, and he would guide that bank as a director for the next 22 years. (That bank would evolve, through mergers, into today's Bank of America - still headquartered in Charlotte.) Today, Charlotte continues to be a transportation hub and a banking center.

Over time, William's compassion toward others became more evident. Once a Confederate leader defending a slavery-based economy, he began to focus on those outside of his own elite circle. He successfully proposed a state ordinance to amend the North Carolina Constitution to allow non-Protestants to serve in public office. He oversaw the development of Charlotte's Myers Street School, the town's first African-American grade school which served the children of former slaves. He served as a trustee of, and donor to, schools for both girls and boys. (He also served as a trustee of his alma mater, the University of North Carolina at Chapel Hill.)

William's life has been the subject of a number of short biographical profiles. In this first chapter, as an introduction, two of those will be provided, one written within ten years of his death, and one prepared more recently. The final chapter will, for the first time, present a collection of obituaries representing all members of William's immediate family.

The several chapters in between comprise the author's presentation of William's career in its several distinct phases, supported with relevant news items. Over 90 such items from historical newspapers have documented, supplemented or corrected earlier narratives, producing a more complete and accurate chronology of William's efforts across three states. Wherever possible, facsimiles have been inserted as primary and secondary documentation, and to simulate the reading experience of the original audience. (Transcriptions were occasionally necessary for legibility.)

This work offers images of several primary sources: William's official pardon from President Andrew Johnson, official minutes from meetings of statewide significance, the organizational certificate creating the Commercial National Bank, and the portrait by William George Randall which was hung in the State Library of North Carolina in 1891.

William Johnston's interests included mass transportation, finance and banking, law, governance, hospitality, religious freedom, and educational philanthropy. Aside from simply studying, however, he developed and successfully applied his interests for the betterment of his community and region. He left an extraordinary public legacy, and through five decades, led the antebellum village of Charlotte out of poverty, through a devastating war, out of poverty again and into an exciting new age as a progressive community of the New South.

- Christopher Hunt Robertson, M.Ed. -

This biographical article, eloquently written by F.D. McDowell, is informative, if a bit idealistic. Given its level of detail and publication date, William's immediate family members may have been contributed.

("Biographical History of North Carolina: From Colonial Times to Present," Vol. I; Samuel A. Ashe, Editor; 1905 - Public Domain)

WILLIAM JOHNSTON



AT the ancestral home of the Johnstons, in a portion of Lincoln County, afterward included in the formation of Gaston County, there was born March 5, 1817, a child who was destined to become a conspicuous figure and an important factor in the history of the two Carolinas and Georgia, where his life work was accomplished. He did constructive work, and left his impress on the annals of his country. The boy was named William, and his parents were Robert Johnston and Mary (Reid) Johnston. In a reminiscent mood, after he had attained manhood, he said of his parents: "When my father sought the consent of Dr. John Reid to the marriage of his daughter, he gave it with this injunction, 'You make the money and Mary will take care of it.'" The prediction was fully verified in the fact that the couple raised upon their plantation a family of twelve children, all of whom became finely educated, and attained the highest social distinction in the communities where they settled.

The early career of William Johnston was similar to that of the average boy of his environment. His parents, who were of Scotch-Irish origin, imbued him with the habits of early rising and activity upon the farm, while he enjoyed such diversions and sports as the barnyard, the forests and the streams afforded. He was prepared for college by Robert G. Allison, a noted high

school instructor, at an academy a few miles from the Johnston homestead. After graduating from the University of North Carolina in 1840, he, Alexander Lillington and John H. Burton composed the first law class that received licenses from the since famous law school of Chief Justice Richmond M. Pearson, at Richmond Hill. He located in Charlotte in 1842 for the practice of his profession, and was soon afterward chosen president of the Charlotte and Taylorsville Plank Road, and he completed a large part of the road at a smallness of outlay that was the astonishment of the stockholders and projectors. Plank roads at that day were the principal inland highways for transportation and commerce worthy of such a name, and it required management of a high order to make them self-supporting.

On March 18, 1846, he was married to Annie Eliza, the only child of Dr. George Franklin Graham and his wife, Martha A. Harris of Memphis, Tennessee. During the same year he was elected president of the Charlotte and South Carolina Railroad from Charlotte, North Carolina, to Columbia, South Carolina.

Added Note: Period newspapers indicate that William first assumed the presidency of the C&SC Railroad, after E.G. Palmer, in February of 1856.

His duties rapidly became so exacting in his new field that he was forced to abandon the pursuit of the law.

He rose steadily in public estimation as a safe and prudent business executive head, and though quite a young man when he had attained the highest prominence, his success is not surprising, for heredity must be reckoned in a measure with his achievements. One grandparent, James Johnston, was a colonel, and Dr. John Reid, another ancestor, was a captain in the Revolutionary War. William Johnston was then a bough from the oak, not the willow. Circumstances do not make men; they discover them, and he rose above his surroundings by dint of merit alone, his contemporaries being the reverse of weaklings, and his competitors the strongest characters of their generation. It could be said of him as it was of Hampden, that "he had a head to contrive, a tongue to persuade and a hand to execute."

In addition to the natural qualities named, being gentle-blooded and well educated, he had every advantage that striking individual characteristics, vigorous health and high station commanded. He

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

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was endowed with a magnetic presence, plausible voice and polished manners; yet within the velvet glove dwelt an iron hand that made itself felt in every encounter. Being a winner himself, his attitude was that of a winner. To venture like a pioneer, to fight like a soldier and to do a man's work—these were the things that appealed to him and gripped hold of him as no other things could. Those who served under him as heads of departments admit that he possessed that great secret of administration, which is to give the fullest confidence to those under him, and to leave to each one the fullest responsibility for all that comes within his province. "Despatch is the soul of business" was his motto, and success being a guiding star, he early recognized the law that the unfit must either stand aside or go down in inglorious defeat. With his temperament and creed of self-help and self-responsibility, he had not the patience to dally with the dastard nor time to plead with the sluggard. A character of such determination and aggressiveness naturally made its possessor a storm center

of militant opposition, even while it attracted loyal followers and lasting friendships.

In 1859, as president, he began the building of the Atlantic, Tennessee and Ohio Railroad from Charlotte toward its western terminus. Only forty-six miles, the distance between Charlotte and Statesville, was completed and operated when the oncoming war of 1861 prevented further extension. By common consent, it is conceded that this short line was one of the most economically constructed roads in the United States.

When President Lincoln called upon North Carolina for her quota of the 75,000 troops for the purpose of subjugating the seceding States, William Johnston and James W. Osborne of Charlotte were elected delegates from Mecklenburg County to the State convention, and the two were signers of the Ordinance of Secession, May 20, 1861. While en route to the convention at Raleigh, William Johnston noted eleven Jews enlisted in one military company from Charlotte, and dwelling upon the manifest injustice of a class being debarred by law from holding office in a State, while its members were volunteering for the State's de-

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

fense, he introduced and had passed an ordinance removing the disabilities of the Hebrew citizens throughout North Carolina.

He took a prominent stand in the deliberations of the convention, and Governor Ellis, being favorably impressed with his executive ability, appointed him commissary general of the State, with the rank of colonel. Colonel Johnston resigned his seat in the convention and performed his new duties until September, 1861, when he gave up office, feeling that he could render better service to his State and the Confederacy by devoting his undivided attention to the management of the Charlotte and South Carolina and the Atlantic, Tennessee and Ohio railroads. His fitness for managing public affairs was recognized to such an extent that he was persuaded to become a candidate for governor in 1862. There were no State political conventions held during that year, nor, indeed, during the war, but there was a gathering of Democrats from the neighboring counties at Charlotte, who presented the name of Colonel Johnston as a candidate, while some county meetings in various parts of the State brought out Colonel Z. B.

Vance. Colonel Johnston made no canvass, nor did Colonel Vance. There was some feeling that old party differences should be forgotten; that the party lines which divided the people while citizens of the United States should not be recognized among Confederates struggling for Southern independence; and that inasmuch as the Confederate administration was largely in the hands of former Democrats, State affairs should be entrusted to the former Whigs; and besides, the soldiers generally were drawn to support Colonel Vance, who was very popular in the army, and at that time more than one-half of the voters of the State were in the army. Colonel Vance was elected.

In 1864 President Jefferson Davis urged Colonel Johnston to accept the position of commissary general of the Confederacy, but he declined, as his trained hand was upon the throttle-valve, and his heart was in the work of transporting soldiers and supplies to prolong the life of the Confederate cause—a position equal in merit and importance to that of a general in the forefront of battle.

In February, 1865, Sherman's army destroyed 60 of the 110

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

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miles of track of the Charlotte and South Carolina Railroad, burning the bridges, shops, depots, much of the rolling stock and more than 1000 bales of cotton belonging to the railroad company. When the war ended, the people were pauperized and business was paralyzed.

Along the public highways lay the charred and smouldering ruins of homes, while homeless women and children eked out a wretched sustenance from the corn grains left in the wake of a hostile army. Out of the wreck the Charlotte and South Carolina Railroad saved about \$168,000 worth of cotton, and this was virtually the only available asset that had escaped the torch. This sum was a nucleus with which the president undertook to rehabilitate the road, but the public and the outside financial world confided in him, and he made the venture a glorious success. By 1866 he was operating the road from Charlotte to Columbia, and in the

same year he began the Columbia and Augusta Railroad, 85 miles in length, the two merging as one into the Charlotte, Columbia and Augusta Railroad.

The equipment and extension of this important road under such adverse circumstances was a stupendous undertaking; the task was Titanic; the accomplishment was a crowning glory in an eventful industrial career, and marks the leading spirit as a man of tireless energy, indomitable will and well-nigh matchless, prophetic insight. The road, as it ran along the soil of three Southern States, was typical of its projector and builder, whose ideas were broad-gauged, like the road, and whose conceptions were continental in their magnitude. The incident reminds one of the words of the first Napoleon to his marshal on the eve of a campaign into Italy. When the officer saw the giant intervening mountains loom miles into the clouds, he said that they were impassable and could not be crossed. "Sir," was the reply of the great commander, "there shall be no Alps."

His entire life as a railroad official was full of excitement and adventure, for, as we have said, being a positive character, and having complete confidence in his own plans, he aroused and kept alive a most formidable opposition, but in all public meetings of

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

stockholders and interested parties he led his forces in person, neither asking nor granting quarter. In 1873 his connection with railroads as president was given up, and he occupied his time with the care of his large private and personal business interests. He was one of the charter members of the Commercial National Bank of Charlotte, and became at various times adviser and director in a number of other important and industrial enterprises.

He was repeatedly elected mayor of Charlotte, and generally made his canvasses independent of party caucuses or political conventions. Being thus untrammelled by partisan exactions, he proved a safe and excellent official, managing the city's finances with the same prudence as his own affairs, ignoring the clamors of place-hunters, and applying the revenues arising from taxation strictly to needed improvements and public betterments. He was neither Puritan nor libertine in his judgment of public offenders, and if he exhibited partiality, it was in the form of leniency

toward the low-born, ignorant and poor. For the beasts of burden and the entire brute creation entrusted to man's care he had also a keen sympathy, and he did much officially to lighten their loads and protect them from unnecessary abuse.

His figure was tall and commanding, and being faultless in his attire, his personal appearance was so striking that he would have attracted attention in the most distinguished assemblage. His arguments upon the political and financial issues of the day were those of a broad-minded, well-posted statesman. His public utterances on all subjects were clear, concise, free from rhetorical flourishes, and spoken in pure English, the musical cadence of his voice making the delivery very attractive.

He dealt too much, however, in cold facts and figures to appeal to the senses and emotions of popular political gatherings, and he lacked the revivalist's art of oratory that raises, to satisfy, the cravings for excitement and temporary amusement. Those who have light in themselves never revolve as satellites; Johnston, being a leader, could not be led. His inborn dignity and pride protected him from the elbow touch of manipulators of conventions, and prevented contact with those who made politics a trade.

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

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Besides, there were many party tenets which he considered mere prejudices, and so he openly proclaimed them, holding with Disraeli that neither free trade nor protection was a principle, but an expedient—an independence of thought strongly resented by party leaders.

He was a strong candidate for Congress in his county and district for a number of years, and once missed the prize only by the narrowest margin. Had he been elected, no one cognizant of his equipment doubted that he would have made a national reputation among his peers.

His home became him. He was gracious as a host, entertaining handsomely, and appeared happiest when surrounded by choice friends and congenial associates. On his brow wrinkles were written, but his spirit never grew old, and his sympathies were wide and catholic. He was fond of a good story, a good dinner, a fine picture, was affected by the swell of music, enjoyed an

intellectual sermon and a new scientific fact. A conversation with him was an instruction, for he had been thrown intimately with many of the leading actors of a dramatic era, and as his knowledge ripened and his observation mellowed by experience, his talk grew rare indeed in quality. He could make the most commonplace subjects and customs interesting by showing their direct bearing upon the welfare of society. He wisely attributed most of the prevailing ailments and much of intemperance to the result of clinging to primitive and unsanitary methods of cooking. In the span of a few decades he had seen the country girdled by rails, and he thought there should be an advance along the entire line, but especially in domestic affairs, which was the foundation stone of happiness and health. He could not understand, he maintained, why people would not assert their intelligence in properly preparing the food which nature had so bountifully provided.

It was inspiring to hear him reason upon the problems of mankind, and the things which pertained to the future life, calmly, with an earnestness devoid of passion and free from antecedent bias. He sought to change no man's faith nor to shake any one's belief, but only wanted to satisfy his own conscience. He ex-

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claimed with Carlyle, "How to paint to the sensual eye what passes in the Holy of Holies of man's soul?" God only requires the religion of the heart. In spiritual matters Colonel Johnston's maxim was, "That conscience was a sacred sanctuary, where God alone had a right to enter as judge." There was no orthodoxy in inhumanity, and in charity and kindness there was no heresy. An honest doubt had precedence over dogma, and his conception of the Creator was that of a merciful, not a vengeful being. He never paltered with conscience for the sake of temporary vogue, and believing that religion was man's consciousness of God, and theology man's theory of God, it mattered little with him what compass was studied so that it pointed with reasonable certainty toward the pole.

His wife died October 13, 1881, four children surviving: Mrs. Julia M., wife of Colonel A. B. Andrews of Raleigh, one of the

foremost railroad officials in America; Frank G. of Charlotte; Cora M., wife of Adjutant-General T. R. Robertson; and William R. of Richmond, Virginia. Mrs. Robertson died November, 1901. Colonel Johnston had been happily married, and remained a widower the balance of his life. His closing years were spent in the quietude of home among his children and grandchildren and in placing his large estates in such a shape as to give the least trouble to the inheritors under his will.

He fell asleep in the full possession of his mental faculties May 20, 1896, in the city of Charlotte, where for more than fifty years he had been one of the leading, wealthiest and most public-spirited citizens. The sunrise of his existence was auspicious; the sunset was behind a cloudless sky. To live in the affections of those left behind is not to die.

"There is no death; what seems so is transition;
This life of mortal breath
Is but a suburb of the life Elysian,
Whose portals we call death."

F. D. McDowell.

William Johnston

By F.D. McDowell in "The Biographical History of North Carolina" (Samuel A. Ashe, Editor; 1905; Public Domain)

This concise profile by Max R. Williams referenced the previous profile and others, while adding historical context.

Johnston, William (5 Mar. 1817 - 20 May 1896)

William Johnston, attorney, was best known as a railroad builder and businessman of great frugality and sagacity; but, like many other public-spirited men of his day, he also was active intermittently in politics. Born on a farm in the lower Catawba valley near Cowans Ford in Lincoln (now Gaston) County, he was the son of Robert and Mary Reid Johnston whose union produced seven sons and five daughters. Both sides of the family were of Scottish descent; Johnston's paternal and maternal grandfathers, Col. James Johnston and Captain John Reid, both had fought King George III and had served in the North Carolina Senate.

Hard work and frugality were family characteristics. In later life, William Johnston remembered fondly that when John Reid agreed to his parents' marriage, he admonished Robert Johnston, the young suitor: "You make the money and Mary will take care of it." Apparently both parties to this union fulfilled their "duty" and inculcated the same spirit in their offspring.

After a bucolic boyhood, Johnston received his first formal education from Robert G. Allison, who headed a nearby academy. Subsequently, he attended the University of North Carolina, graduating in 1840, and was a member of the first law class conducted by Richmond M. Pearson at Richmond Hill - a school destined for fame. Admitted to the bar in 1842, he established a highly successful practice in Charlotte.

Although a competent and respected lawyer, Johnston was soon involved in building transportation systems. In the 1840s he headed the Charlotte and Taylorsville Plank Road Corporation. Under his direction, some twenty-five miles of the road were built; but plank roads were beginning to be supplanted by railroads as a principal means of travel and transportation. In 1856, he abandoned his legal practice to become president of the Charlotte and South Carolina Railroad Company. He quickly demonstrated good management and fiscal acumen. The company's stock rose from \$0.45 to par, thereby adding about \$500,000 to the worth of the corporation.

(Continued on Next Page)



*Sincerely yours
Wm Johnston*

William Johnston

By Max R. Williams
in "Dictionary of North Carolina Biography"
(UNC Press; 1988 - Used with Permission)

In 1859, Johnston also became president of the Atlantic, Tennessee, and Ohio Railroad Company, which was the culmination of an old idea to build a railroad from the Atlantic Ocean to the Ohio River. Construction of this privately financed venture began in January 1861, and by March 1863, the link from Charlotte to Statesville had been completed. Meanwhile, however, Johnston's attention and energy had been diverted as the South turned to secession and war.

Johnston had been only incidentally interested in politics prior to 1861. By conviction and practice a Union Whig, but always an ardent supporter of Southern rights, the events of the late 1850s and the election of Abraham Lincoln caused him to embrace secessionism. He received the unanimous vote of the Mecklenburg County electorate as a delegate to the Secession Convention. After his vigorous support of the secession ordinance, hoping that withdrawal could be accomplished peacefully, Johnston's most notable action in the convention was successful sponsorship of a measure to relieve Jews of political disabilities under the constitution of 1835. When he learned that Jews were volunteering in Mecklenburg military units, his sense of justice required that he promote citizenship for this patriotic minority.

At the insistence of Governor John W. Ellis, Johnston, after resigning from the convention, reluctantly became commissary general of North Carolina with the rank of colonel. He served with distinction as the state prepared for war but resigned in the fall of 1861, believing that his direct management of his railroads would result in a more significant contribution to the Confederate cause. Upon the death of Ellis in 1862, Johnston - the candidate of the original Secessionists who had become hard-core Davis supporters - contested the governorship with Zebulon B. Vance, popular former Whig congressman and Unionist. Neither man canvassed the state, but the election elicited a vigorous newspaper response. Eleven journals supported Johnston and ten, Vance. The Johnston press denounced the youthful Vance as "anti-administration" and as the "Yankee" candidate; the *Raleigh Register*,

a Confederate party organ, warned that his election would be construed "as an indispensable sign that the Union sentiment is in the ascendancy in the heart of the Southern Confederacy." Vance replied that he favored prosecution of the war "at all hazards and to the utmost extremity so long as the foot of an invader pressed the Southern soil."

Colonel Vance, still commanding the Twenty-sixth North Carolina Regiment in Virginia, won an overwhelming victory. He carried 68 of the 80 counties and was elected by a vote of 54,423 to 20,448. The outcome of the election was not an accurate measure of Johnston's public repute, but rather reflected the unpopularity of the Confederate party and the public confidence and approbation enjoyed by Vance.

Despite his humiliating defeat, Johnston responded with characteristic efficiency and devotion to duty. He worked diligently to keep the Charlotte and South Carolina Railroad open as a means of transporting men and supplies vital to the Confederacy. By 1863, he had completed the forty-six-mile link from Charlotte to Statesville in the ambitious plans of the Atlantic, Tennessee, and Ohio; but, as the plight of the Confederacy became desperate, he permitted that road to be cannibalized so that other routes could be kept operable. (He considered his work so important that, in 1864, he declined President Davis's request that he become commissary general of Confederate armies.) When Wilmington, the last port on the East Coast open to blockade-runners, fell early in 1865, Johnston proposed to build a railroad from Augusta to Columbia in order to improve and shorten interior lines between the beleaguered armies of Robert E. Lee and Joseph E. Johnston. Although he raised one million dollars in Confederate script for the project, it was too late - the days of the Confederate States of America were numbered.

William Johnston

**By Max R. Williams in "Dictionary of North Carolina Biography"
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In February 1865, William T. Sherman's advancing armies destroyed 60 of the 110 miles of track belonging to the Columbia and South Carolina. Bridges, depots, shops, and rolling stock as well as about one thousand bales of company cotton were burned or confiscated. Johnston succeeded in saving an additional one thousand bales of cotton, which was the company's only tangible asset.

Whereas historians have generally assumed that the federal government rebuilt many miles of devastated southern railroads during Reconstruction, the expenditures on behalf of the Charlotte and South Carolina were negligible. Undeterred, the energetic Johnston undertook what seemed an impossible task. With approximately \$170,000 from the sale of cotton as company capital, he sought private subscriptions to rebuild a railroad through a devastated, pauperized countryside. In part, confidence in Johnston himself caused a favorable public response. In 1866, the road from Charlotte to Columbia reopened; and, despite the determined opposition of the monopolistic South Carolina Railroad Company, he also built the 85-mile Columbia to Augusta line at a cost of two million dollars in greenbacks, all secured by public subscription. The two lines merged to form the Charlotte, Columbia, and Augusta Railroad. In June 1871 the rebuilt railroad from Charlotte to Statesville reopened, again largely due to Johnston's efforts. No other man in the South had built or rebuilt more railroad mileage with private financing.

In 1873, Johnston retired from railroad management and turned his attention to his extensive personal and business interests in and near Charlotte. A charter member of the Commercial National Bank of Charlotte, he was frequently an adviser or director of other important financial and industrial enterprises.

He served four terms as mayor of Charlotte (1875, 1876, 1877, and 1885) and, untrammelled by partisan considerations, promoted community advancement without regard to party. He was an unsuccessful congressional candidate in several elections, probably because his aggressive manner and reserved demeanor generated some enemies and more respect than popularity among his advocates.

In 1846 Johnston married Ann Eliza Graham (1826–81), the only child of Dr. George Franklin and Martha Ann Harris Graham. Dr. Graham (1794–1827) was a son of Joseph Graham; he abandoned Lincoln County for Memphis, Tenn., where he practiced medicine. The Johnstons had four children: Julia Martin* (1846–1915), Frank Graham (1848–1916), Mary Cora (1852–1901), and William R. (1854–1922).

(* Added Note, Daughter Julia's gravestone and other sources state "Martha" as her middle name.)

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Image Credits: E.G. Williams and Bro. "Sincerely Yours, Wm. Johnston." *Biographical history of North Carolina from colonial times to the present* vol.1. Greensboro, N.C. : C. L. Van Noppen. 1905.

William Johnston

By Max R. Williams in "Dictionary of North Carolina Biography" (UNC Press; 1988 - Used with Permission)

Last Home of William and Anne Johnston in Charlotte



Above Left: "Harper's Weekly" of 5-17-1884



Above Right: "Charlotte Observer Archives" (Courtesy of Charlotte Historian David Erdman)

In 1910, the former Johnston home was bought by Paul Chatham at auction for \$43,000 (over \$1,000,000 in current dollars). Its previous occupant had been Judge W.P. Bynum.

An article noted that the auctioned house stood between the former property of Cora Johnston Robertson (a daughter of William and Anne) at W. Trade and Graham, and the former U.S. Mint building, which was later moved and now serves as Charlotte's Museum of Art.

Near the former house of William and the next-door property of his daughter stood a third family-related plot. The house of "Capt. W.R. Robertson" (William Johnston's grandson, William Ross Robertson II, 1874-1950) was one of the few homes still standing on the south side of W. Trade Street. Most homes on that side had been replaced by commercial buildings.

Shortly after the auction, Mr. Chatham stated that he had bought the home for investment purposes and might resell it. Twelve years later, in 1922, he and his wife still lived there.

Sources:

- Charlotte's "Evening Chronicle" of 4-11-1910
- "Charlotte Observer" of 4-12-1910
- "Charlotte Observer" of 9-27-1922

Daughter and Son-in-Law Next-Door

The Johnston and Robertson families were joined on 10-17-1871 when Thomas Ross Robertson and Cora Johnston married at the home of her parents, William Johnston and Anne Eliza Graham Johnston.

A 1900 Sanborn Map showed the Robertson - Johnston House at 417 West Trade Street, between Mayor Johnston's house and Graham Street. Since that newer house did not appear in the 1896 Sanborn Map, the Robertson-Johnston House was apparently built between 1896 and 1900. One building for servants straddled the property line dividing the two backyards. (No photo of the Robertson house has been found.)

Early in Charlotte's history, the most desirable residential plots were located uptown along Trade and Tryon Streets.

The last home of William and Anne, shown above, stood at 415 W. Trade Street, between the United States Mint, at its original location, and Graham Street. Their house was built in the Italianate style, a style that would reappear in other family-related homes.

Post-War Home of William and Anne Johnston Charlotte, NC

An Earlier Residential Plot for William and Anne Johnston in Charlotte

(Based on Newspapers Items)

The "Latta Johnston House," shown in this photo about 1920, stood at 609 N. Tryon Street. It was the home of "Latta" Crawford Johnston (1857 - 1892). Latta was a son of Rufus M. Johnston and Cecelia Latta Johnston, and a nephew of Col. William Johnston. He specialized in the breeding of cattle and horses. Passing away at age 34, Latta left behind a large estate. (Interestingly, his home had Italianate features, like the other Johnston homes of Charlotte and Raleigh.)

An obituary for the younger son of William and Anne Johnston, appearing in the "Charlotte Observer" of 9-27-1922, stated:

"Colonel Johnston lived on North Tryon, where Mrs. Latta Johnston now lives. After his home was burned, in the early 60's, he bought the property immediately south of the Mint, and built the residence now owned and occupied by Mr. and Mrs. Paul Chatham. He and his wife died there."

This statement mentioned that Col. Johnston had a previous home that burned. We know from the news item shown at right that this was true: his home was burned by an arsonist in 1866, shortly after the Civil War ended. (This was not mentioned in any of William's biographical articles.)

We know from other sources that the house near West Trade and Graham, beside the original site of the U.S. Mint, was the Johnstons' last home for many years until their deaths, and that after William's death in 1896, that house was bought at auction by Paul Chatham.

It appears that William and Anne Johnston lived at 609 N. Tryon Street before the Civil War. After their home there was destroyed by fire in 1866, they rebuilt near the U.S. Mint, where they remained for the rest of their lives. On their former land at 609 N. Tryon Street, William's nephew, Latta, built the house shown above. After Latta Johnston died in 1892 at age 34, his widow "Mrs. Latta Johnston" remained there until at least 1922.



Latta Johnston House
(Demolished)

609 North Tryon
St. Charlotte, NC

Circa. 1920 Photo
from the
Charlotte-
Mecklenburg
Library

This news item references an earlier house of William and Anne Johnston, which stood at 609 North Tryon Street, "Charlotte Democrat" of 5-1-1866:

FIRE.—On Friday night last, the Dwelling House and Kitchen of Col. Wm. Johnston, situated on the street leading to the Lincolnton Depot, was consumed by fire. The fire originated in the Kitchen about 2 o'clock, and there is no doubt that it was caused by an incendiary. Most of the furniture was removed, but very badly damaged.

The House was one of the finest in the town and was recently purchased by Mr Johnston from Dr. M. B. Taylor, for \$12,000. It was insured for \$8,000—\$4,000 in the Atlantic Company of Brooklyn, and \$4,000 in the Metropolitan of New York.

Site of the Johnstons' Pre-War Home
Charlotte, NC

Chapter 2:

Old South Railroad Career (1842 - 1861)

1830's - Charlotte, An Isolated Village in Decline

The fortunes of Charlotte and Mecklenburg County had been in decline since the 1830's after the region's gold mining subsided. The county's population declined by 7000 between 1830 and 1850 as many residents migrated westward.

Mecklenburg was a leading cotton producer but, with nearby rivers barely navigable, it was expensive to transport their product to distant seaport markets. Doing so required taking rough roads to Fayetteville, NC, or taking flat bottom boats down the Catawba River into South Carolina.

1840's - Creation of Charlotte's First Railroad

Young local men, including James W. Osborne and Dr. Charles J. Fox, saw that a railroad would be essential to Charlotte's future and they agreed that the railroad should link Charlotte with a seaport. In 1847, they began to hold public meetings in Charlotte and nearby towns to promote the creation of the Charlotte & South Carolina Railroad (C&SCRR) between Charlotte and Columbia, since Columbia had a connecting line to Charleston.

A number of nearby towns could have become the new railroad's terminus rather than Charlotte. Charlotte became a rail terminus, and later a rail hub, because of the determination and early initiative of its local promoters, and because local citizens agreed to finance their plans. Within the region, Mecklenburg County produced 92% of the total funding for the C&SCRR. This would prove to be money well spent.

1850's - From Village to Rail Hub Boomtown

In 1852, Mecklenburg County saw its first train, a C&SCRR train, roll into Charlotte. Charlotte was finally linked to the South Carolina seaport of Charleston, via Columbia. The early construction of the C&SCRR was timely. Since Charlotte already had rail service to South Carolina, it was a logical terminus for the North Carolina Railroad, which was then under construction.

The vision of Charlotte's early railroad promoters, and the private funding provided by Mecklenburg County's citizens, transformed Charlotte. Without the early creation of the C&SCRR, Charlotte's railroad building boom of the 1850's might never have happened and Charlotte might never have evolved into the city it is today.

In the 1850's alone, Charlotte's population went from its previous long decline to an increase of 4000 people, doubling the town's size. Historian Thomas W. Hanchett stated, "More than any other event, the arrival of the railroad in 1852 set Charlotte on its way to being the largest city in the Carolinas."

Sources:

- Period Newspapers
- "Bittersweet Legacy: The Black and White 'Better Classes' in Charlotte: 1850 - 1910" by Janette Thomas Greenwood (Univ. of NC Press; 1994)

Old South Career - Legal Education

Legal Education

After graduating from the University of North Carolina in 1840, William joined the first law class conducted by Richmond M. Pearson (1805-1878) at Richmond Hill. Pearson would become Chief Justice of the North Carolina Supreme Court, as well as one of the state's foremost legal educators. His more advanced students were prepared to practice in Superior Courts; we can see from the announcement at right that William Johnston of Charlotte received that advanced training. Many of Pearson's students would assume leadership positions across the state.



Above: Richard M. Pearson
(NC Museum of History Portrait)

Center Photos:

- Pearson's Preserved Home and Law School, "Richmond Hill" in Yadkin County, NC
- Interior Photo (dated 1953)

Legal Qualification Announced

Raleigh's "Weekly Standard" of 6-22-1842:

SUPREME COURT.

This tribunal convened on Tuesday last—all the Judges present.

The following young gentlemen have been admitted to the practice of the law, in the County Courts, viz:

William B. Pope, of Halifax; William J. Clarke, of Raleigh; John W. Ellis, of Davidson; Leander Q. Sharp, of Iredell; J. G. Shepherd, of Cumberland; Willis F. Riddick, of Gates; V. A. McBee, of Lincolnton; James H. Headen, of Chatham; Thomas Ruffin, of Franklin; Harvey A. Miller, of Rutherfordton; James A. Long, of Randolph; H. F. Harris, of Pitt; William F. Brown, of Caswell; J. F. Hoke, of Lincolnton; John H. Coleman, of Buncombe; T. H. Spruill, of Warren county; Geo. W. Bruer, of Chowan county; and Samuel H. Walkup, of Mecklenburg county.

And the following gentlemen have obtained Licences to practice Law in the Superior Courts of the State:

D. K. McRae, of Fayetteville; A. R. Kelly, of Carthage, Moore county; Atlas Jones Dargan, of Wadesboro', Anson; John M. Long, of Concord, Cabarrus; James Palmer, of Windsor, Bertie; John Kimberly, of Murfreesboro', Hertford; George W. Jones, of Orange; G. M. Cuthbert, of Newbern; Nathaniel Beckwith, of Plymouth, Washington County; Richard S. Donnell, of Newbern; John Baxter, of Rutherford; Alphonso W. Long, of Orange, Edward P. Jones, of Mecklenburg, Va., L. P. Olds, of Greenville, Pitt County; W. J. Keahey, and William Johnston, of Charlotte, Mecklenburg County.

Old South Career- Early Railroads

Overview of William Johnston's Early (Pre-War) Railroad Career

William Johnston's First Transportation Role: Plank Road Builder

In 1842, William settled in Charlotte to begin his legal career. While still in private practice, William began to focus on Charlotte's infrastructure. By 1850, when the Charlotte & South Carolina Railroad (C&SCRR) was under construction, William had started to gather subscriptions to build plank (wooden) roads out of Charlotte.

Second Role: Subscription Organizer for the WC&RRR

Some researchers have credited William with helping to create the C&SCRR, but period news items have not confirmed this, and William does not appear to have ever made such a claim.

Instead, it appears that William's first railroad project was to gather Charlotte's subscriptions to build the new Wilmington, Charlotte & Rutherford Railroad (WC&RRR). He began that effort in 1855 and worked directly with Dr. Charles J. Fox, who had gathered subscriptions for the C&SCRR eight years earlier. They succeeded in raising the necessary WC&RRR funds and by 1861 that lengthy railroad was built, boosting the economies of Wilmington, Charlotte and communities across the state.

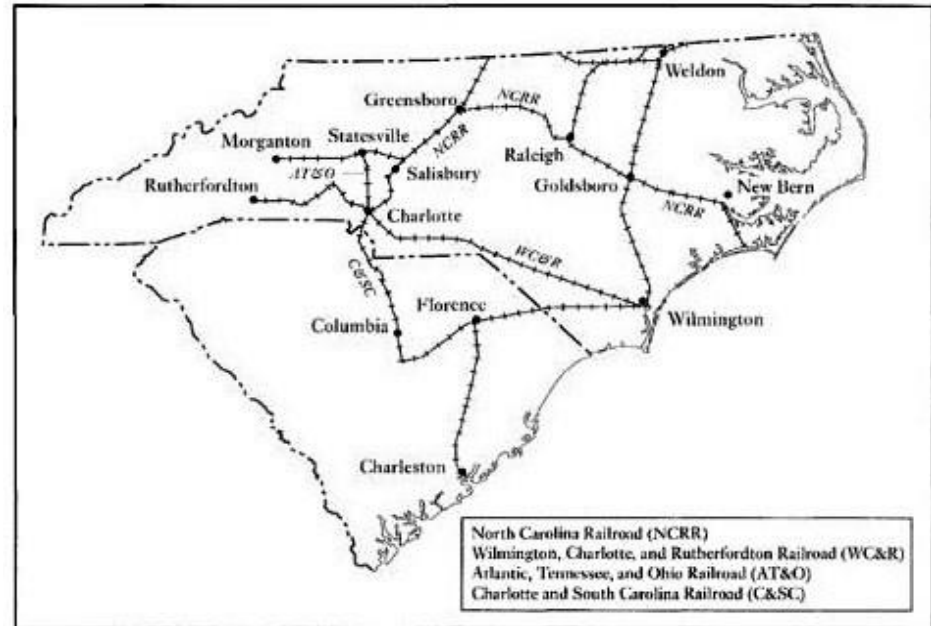
Third Role: President of the Charlotte & SC Railroad and the Atlantic, Tennessee & Ohio Railroad

Though Charlotte was booming with new railroads in the 1850's, its first railroad, the C&SCRR, financially struggled and had never produced a dividend for its investors. It was falling into disrepair after only a few years of service. A failing railroad in a booming region indicated a need for managerial change. Dr. Fox, a C&SCRR director, must have been impressed with William's abilities as they had worked together on the WC&RRR because, in 1856, the C&SCRR elected William president. Shortly afterwards, William ended his legal practice.

William's arrival marshalled in an era of prosperity for the C&SCRR. In "Prominent Living North Carolinians" (1888) Jerome Dowd reported: "The road had never paid a dividend, was run down, the stock selling at 40 on a hundred. He paid a small dividend the first year, put the road in good order, and continued to pay liberal dividends to the commencement of the war, when the stock sold freely at par, and the road paying ten percent on the stock annually. Thus the wealth of the stockholders and the country were vastly increased."

The Charlotte & South Carolina Railroad first arrived in Charlotte in 1852, followed by the North Carolina Railroad in 1854. In 1860, William, as president of his second railroad, built the Atlantic, Tennessee & Ohio Railroad between Charlotte and Statesville. And in 1861, construction of the lengthy Wilmington, Charlotte & Rutherford Railroad was finally completed and service began. Construction of the North Carolina Railroad had been largely state-funded, but the others were built through private subscriptions. If Charlotteans had waited for public funding, its railroads might never have been built.

In ten years, Charlotte had transitioned from a sleepy village to a booming town with four railroads! Having developed or managed three of those four railroads, William had an excellent reputation in both Carolinas by age 44.



Map 1. Charlotte's Rail Connections, ca. 1865

Sources: Stover, *Railroads of the South*, 25;
Powell, *North Carolina through Four Centuries*, 54.

Map Source: "Bittersweet Legacy: The Black and White 'Better Classes' in Charlotte: 1850 - 1910" by Janette Thomas Greenwood (Univ. of North Carolina Press; 1994)

Old South Career - Early Plank Roads

Early Large-Scale Construction Projects:

Creation of Plank Roads

In the announcements below, we can see some of William's early efforts building plank (wooden) roads. The Charlotte and Taylorsville Plank Road ran north of Charlotte, near Davidson College, to Statesville – the same path that would later be used for William's Atlantic, Tennessee & Ohio Railroad.

Plank roads were expensive to maintain because the wooden components had to be routinely replaced. Railroads soon replaced many of the plank roads.

The article shown at right, appearing in Salisbury's "Carolina Watchman" of 8-22-1850, shows that William was part of the Charlotte and Taylorsville Plank Road effort at the earliest stage.

"The Hornets' Nest" (Charlotte, NC) of 8-30-1851:

Western Plank Road.
BOOKS for subscription to the Western Plank Road are now open, and can be found at the Store of Messrs. Spratt & Allison, in Charlotte
WM. R. MYERS,
WM. JOHNSTON,
H. B. WILLIAMS,
BRAWLEY OATES,
C. T. ALEXANDER,
B. MORROW,
May 21. Commissioners

"Charlotte Journal" of 9-10-1851:

Plank Road Notice.
BOOKS for subscription to the Charlotte and Taylorsville Plank Road are now open and can be found at the Store of Leroy Springs.
D. PARKS,
JNO. A. YOUNG,
WM. JOHNSTON,
LEROY SPRINGS,
JAMES A. SADLER,
Charlotte, May 13, 1851. Commissioners

RAIL ROAD CONVENTION.

DAVIDSON COLLEGE, Aug. 15, 1850.

According to previous notice, a portion of the citizens of North Carolina assembled at Davidson College, to take into consideration the practicability of constructing a Rail Road from Charlotte, via Statesville, to Taylorsville. The Convention having assembled in the Chapel, A. Springs was called to the Chair, and T. W. Sparrow and J. A. Williams were appointed Secretaries. The Chairman then proceeded to state the object of the meeting; after which the Convention was entertained for some time by a number of interesting speeches, in which the benefits resulting from Internal Improvements were beautifully set forth; and shewing further that in the present undertaking nature had pointed out the way. Several of the members who were called on for speeches gave this impressive and encouraging reply, "I am a Rail Road man but not a Rail Road speaker."

On motion of D. A. Caldwell, a Committee of five were appointed by the Chair to draught Resolutions for the Convention; viz: Rufus Reid, Lewis Dinkins, J. R. Alexander, M. D. Johnston, A. M. Bogle.

On motion, the Chairman was added to the Committee. T. W. Sparrow was appointed Chairman protem.

After a suitable interval the Committee returned and recommended the following Resolution, which was adopted, viz:

Resolved, That this Committee consider it inexpedient to determine on, or suggest any definite purpose or scheme at present. But they recommend that a general meeting of all interested be held at Statesville, on Tuesday the 1st day of October next, being the Tuesday of Superior Court, to consider the practicability of making a Rail Road, or a Plank Road, from Charlotte to Taylorsville.

It was moved and carried that the Chair appoint a delegation to attend the Convention in Statesville. The following delegates were appointed, viz:

Maj. Rufus Reid, George F. Davidson, Moses White, Esq., Dr. G. W. Stinson, J. S. O. Byers, Esq., Dr. J. H. Houston, J. F. Houston, J. W. Osborne, Esq., Wm. Lee Davidson, S. M. Withers, J. P. Henderson, M. D. Johnson, D. A. Caldwell, D. Alexander, Joseph Simonton, T. W. Sparrow, A. M. Bogle, S. Williamson, A. D. Kerr, Esq., Wm. Knox, Esq., J. R. Alexander, Jas. Johnston, Esq., Wm. Patterson, Jos. Patterson, Junius M. Alexander, C. L. Somers, Dr. A. Torrence, B. W. Alexander, Lewis Dinkins, R. B. Monteith, F. L. Monteith, Dr. Isaac Wilson, Dr. W. Byers, H. A. Sloan, Wm. Moore, Alex. Springs, Wm. Emerson, Jas. A. Johnston, Neil McCauley, B. Irwin, David Henderson, Wm. Johnston, Esq., Lieut. E. C. Davidson, Leroy Springs, Gen. J. A. Young, Dr. Fox, R. J. McDowell, J. H. Wilson, Edwin Falls, David Creswell, R. C. Carson, J. Smith Byers.

On motion, the Convention adjourned.

A. SPRINGS, *Chairman.*

T. W. SPARROW, }
J. A. WILLIAMSON, } *Sec'ries.*

Old South Career - Early Railroads

Major Railroad Accomplishment (1855 - 1861):

**Raised Funds for Charlotte's Subscription for the
Initial Construction of the
Wilmington, Charlotte & Rutherford Railroad**

[From the Charlotte N. C. Whig.]

Rail Road Meeting in Charlotte.

At a meeting of the citizens of the town and surrounding country convened in the Court House on Saturday last, for the purpose of furthering the building the Wilmington, Charlotte and Rutherfordton Railroad, Gen. John A. Young was called to the chair, and A. C. Williamson was appointed secretary.

The chairman called upon Dr. C. J. Fox to explain the object of the meeting, who did so in a few pertinent remarks, and alluded, in a happy strain of encomium, to the action which the town of Wilmington, and the people west of Rutherfordton, had taken on this important subject.

Dr. Fox was followed by **William Johnston**, Esq., in one of his most sensible speeches, who showed the great importance of this stupendous work, not only to our immediate interests, but also to those of the whole length of the State. He concluded by offering the following resolutions, which were unanimously adopted.

Wm. R. Myers, Esq., addressed the meeting in a few able remarks, in favor of the resolutions, previously to their being put for adoption.

Whereas, the town of Wilmington has authorized a subscription of \$200,000 to the Wilmington, Charlotte and Rutherfordton Rail Road, and the friends of that enterprise west of Charlotte have subscribed the amount required to secure the charter from Charlotte to Rutherfordton.

William Johnston's Role in Helping to Create the Wilmington, Charlotte & Rutherford Railroad (WC&RRR)

This was apparently William's first railroad project. This 149-mile railroad served the state for many years. Construction began in 1857 in Wilmington and Charlotte, and partial operation began in 1861. During the war, its parts were used to maintain more strategically important lines, but after the war, it was rebuilt. In 1873, it was reorganized as the Carolina Central Railroad (CCRR). By 1874, the CCRR operated a line of 240 miles between Wilmington and Shelby.

Each town along the proposed new WC&RRR line had subscription representatives; in Charlotte, that person was William Johnston. As one of Charlotte's Commissioners in 1855, he helped raise Charlotte's subscription fund and thereby helped to create a new cross-state line. William certainly had a personal motivation in this project: the WC&RRR passed through Lincolnton, near the Johnstons' estate in Lucia, and would have increased the value of the family's land and the ability of Oak Grove to more efficiently export its produce. William's WC&RRR work was recorded in news items like the one shown here but wasn't mentioned in his biographical articles. Perhaps he considered his role in that project to have been limited. Regardless, this railroad was an enormous accomplishment for Charlotte as it connected the town with Wilmington, NC, a seaport and the state's largest city.

William's next role as the new president of the floundering C&SCRR was also critical. If that line had not been stabilized and made profitable, Charlotte could have lost its connection with Columbia and the port of Charleston, SC. Charlotte's early success in connecting with not one, but two, Atlantic seaports gave it a strategic regional advantage.

Resolved, That it be recommended to the general Commissioners to call a meeting, open books, and advertise for subscriptions of stock along the entire line of said contemplated road.

Resolved, That said Commissioners be requested to appoint successive meetings in each county from Wilmington to Rutherfordton to discuss the importance of said enterprise, and that each county be requested to send delegates to said meetings.

Resolved, That in our opinion the approaching fall will be an auspicious period for the commencement of this great work, and that its friends from Wilmington to Rutherfordton be requested to cordially co-operate and exert themselves for the speedy organization of said company.

The proceedings were then ordered to be published in the Charlotte and all other papers in the State interested in the enterprise.

JOHN A. YOUNG, Chairman.

A. C. WILLIAMSON, Secretary.

The notice below ("Wilmington Daily Herald" of 7-17-1855) shows that Wilmington understood the importance of connecting their port with the growing western section.

TO-MORROW.—We need hardly remind our people that the vote on the proposition to authorize the Town Commissioners to subscribe \$200,000 to the capital stock of the Wilmington, Charlotte & Rutherford railroad, will be taken at the Court House to-morrow. It is now too late to review the arguments in favor and against the measure proposed.—Indeed so thoroughly has the subject been discussed in all its bearings that such a course would be perhaps unnecessary. The time for action has arrived. Believing that railroad communication with western North Carolina is of vital importance to the interests of this town—that the success of the great work in contemplation may very materially depend upon the result of the vote to-morrow, we can only express the hope, repeatedly before expressed in these columns, that warrant will be given the Commissioners to make the corporate subscription.

Old South Career - Early Railroads

Creation and Significance of the Charlotte & South Carolina Railroad (C&SCRR)

It was never inevitable that Charlotte would become a transportation center. Only by developing railroads early did it become its region's dominant hub. As the first railroad to serve Charlotte and Mecklenburg County, the C&SCRR is considered by many to have been the area's most important railroad. Financed privately by Charlottean businessmen, it was built between 1846 and 1852. In his piece for "Charlotte Magazine" ("The Story of Charlotte: Part 4," August 2014), Chuck McShane describes the happy occasion of the first train's arrival:

"On October 28, 1852, thousands of people line the railroad's path, just a block and a half east of the square ... 20,000 people surround the new depot as a brass band plays ... The train changes everything. What was a 6-day trip to the South Carolina coast now takes a day ... Farmers from nearby counties stream into Charlotte. Here they can sell their cotton and produce far better prices than in smaller towns. Wholesalers and grocers, clothes shops and tailors spring up around the rail line to take in the new business ... An iron works and furniture factory bring industry to what has always been a rural place."

The 110-mile line of the C&SCRR connected Charlotte with South Carolina's capitol city, Columbia. Through a connection there, the C&SCRR gave Charlotteans and their products a route to the seaport of Charleston.

William Johnston Made the C&SCRR Profitable and Developed Connecting Lines

William became President of the C&SCRR in 1856. His plank road projects and financial expertise were noted in his first election as president. He would serve continuously in that role, for the C&SCRR and its successor Charlotte, Columbia & Augusta Railroad, for sixteen years, from 1856 to 1872.

As William assumed his new role, he found the C&SCRR in a dilapidated state. Despite Charlotte's

growing economy, the C&SCRR had never been profitable - and only profitable railroads could survive over time. He grew the business of the C&SCRR by helping to create other new symbiotic lines. As President, he would soon lead in the creation of the new Atlantic, Tennessee and Ohio Railroad to connect Statesville with Charlotte, with partial service beginning in 1861. He had already solicited investors to gather Charlotte's subscription to the new Wilmington, Charlotte and Rutherford Railroad. Beyond salvaging the C&SCRR, William and others envisioned Charlotte as more than a one rail town. They sought multiple lines to develop a regional hub.

Other C&SCRR Officers

These men appear to have been directors continuously for the period between 1855 and 1865: John Caldwell, A.B. Davidson, E.G. Palmer, William Ross Robertson, A.B. Springs, Alex R. Taylor, John A. Young. Over the years, other men served as C&SCRR directors for shorter terms, including H.C. Brawley, John Fisher, Sam McAiley, J.J. McLure, C.D. Melton, James T. Mills, W.H. Neall, and J. H. White. Additionally, the company had many officers. C. Bouknight, in particular, served in various leadership roles for many years.

This transcribed newspaper article, from the "Charlotte Democrat" of 2-5-1856, announced William Johnston's first election as a railroad president. This event would prove significant for William and for his home city of Charlotte, NC.

CHARLOTTE & S.C. RAILROAD

Mr. EDITOR:

Sir, that you take a deep interest in whatever concerns the prosperity of this town; and are willing to contribute whatever you can to secure it. It is known to you that the Charlotte and South Carolina Rail Road has been the means of building us up, and to the judicious management of its affairs in future much depends. Charleston, for the present, is our market, and to reach it we must pass over this Road... We must have a thorough business man at the head of it - and it would greatly benefit us if he could be a citizen of this place.

I have been informed that Mr. Palmer has declined to be a candidate for re-election and that the friends of the Road have spoken of William Johnston, Esq., as his successor. A gentleman better qualified for the post could not be selected, and we believe his election would be hailed by satisfaction by a very large majority of the North Carolina Stockholders ...

Mr. Johnston has been controlling a large amount of money for many years and has established a reputation of a safe and expert financier. He is a practical man and has had large experience in similar situations. By his effort, he greatly contributed to raise the stock of the Statesville Plank Road, and by his energy, tact, and knowledge of the value of work, while its President, pushed forward the enterprise in so short of time and at so little cost, as to meet the thanks of all interested in it.

Mr. Johnston is a man of sound judgement and good common sense, and of high character, and with him as President this Road will receive the confidence of the whole community.

The election comes off to-morrow, at Chester, and happy will it be for this town if his friends should be able to make him President.

A. Merchant

"Charlotte Democrat" of 2-9-1855:

Election of Directors.

We learn from the *Carolina Times* that the annual election of the Board of Directors of the Charlotte and South Carolina Railroad took place on the 7th inst. The following is the result:

E. G. Palmer, W. R. Robertson, W. W. Elms, C. J. Fox, Jno. A. Young, A. B. Davidson, A. B. Springs, Sam. McAiley, Jas. Pagan, J. S. Bouknight, Jno. Caldwell, Alex. R. Taylor.

At the meeting of Directors, Mr. Palmer was chosen President.

Old South Career - Early Railroads

Major Railroad Accomplishment (1856 - 1872):

Served as President and Attorney for the
Charlotte & South Carolina Railroad and Its Successor Railroads

This history of the Charlotte & South Carolina Railroad was compiled by Francis Lynde Stetson, general counsel of the Southern Railway Company. It was published in 1901 by Fairfax Harrison, who would become the company's president.

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901- Public Domain)

The Charlotte and South Carolina Railroad Company.

(a) Building the Line from Columbia to Charlotte. 1846-1852.

In 1846 the South Carolina Railroad Company was operating its line from Charleston to Hamburg with branches to Columbia and Camden, S. C., and the desire in the northern section of South Carolina for a rail connection with these lines which would carry the South Carolina system of railroads to Charlotte, N. C., resulted in a charter which was granted by an Act entitled :

"An Act to charter the Charlotte and South Carolina Railroad Company."

Passed December 18, 1846.

XI Statutes of South Carolina, p. 415.

which provided for the organization of a corporation under the style of

CHARLOTTE AND SOUTH CAROLINA RAILROAD COMPANY

"for the purpose of establishing a communication by rail-
"road between the States of South and North Carolina, from
"Charlotte, in the last-mentioned State, or from some point
"near that place to such point on the South Carolina Rail-
"road as may be agreed on by the stockholders."

A few months later this was supplemented by a North Carolina franchise in an Act entitled :

"An Act to incorporate a company to construct a railroad from some point
"on the South Carolina Railroad, to the town of Charlotte, in Mecklenburg
"County, to be called the 'Charlotte and South Carolina Railroad Com-
"pany.'"

Ratified January 2, 1847.

Laws of North Carolina 1846-47, ch. 84, p. 189.

which likewise declared that the purpose of the corporation was to establish

"a communication by railroad between the town of Charlotte
"in North Carolina, and some point hereafter to be deter-
"mined, on the South Carolina Railroad."

and upon the re-assembling of the South Carolina Legislature certain

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differences in the original charters in South and North Carolina were reconciled in an Act of South Carolina entitled :

"An Act to produce conformity in the charters granted to the Charlotte
"and South Carolina Railroad Company by the States of North and South
"Carolina."

Passed December 19, 1848.

XI Statutes of South Carolina, p. 526.

Under these acts the company was organized in September, 1847, and after some hesitation in the choice of a route to a point of connection with the South Carolina Railroad as between Columbia and Camden, began the construction of a line from Columbia in the direction of Charlotte, and in this the aid of the State of South Carolina was obtained under an Act entitled :

"An Act to afford aid in constructing the railroad from Columbia to
"Greenville and Charlotte."

Passed December 19, 1848.

XI Statutes of South Carolina, p. 504.

which recited a pending settlement of a debt due the State by the South Carolina Railroad Company by the delivery of bonds of that company, and provided that one-half of the said bonds when received should be delivered to the Charlotte and South Carolina Railroad Company at par as a subscription on behalf of the State *pro tanto* to the stock of that company.

Under this act, the company received \$260,000 in bonds of the South Carolina Railroad Company, with the proceeds of which it finally completed its line to Charlotte in the late autumn of 1852, which thus made it one of the oldest lines which subsequently became a part of the original R. & D. system.

(b) An Era of Prosperity. 1852-1869.

From the opening of its line in 1852 the Charlotte and South Carolina Railroad was carefully and efficiently managed and during the years before the war laid a foundation of solvency which even the disaster of the Confederacy and the wrecking of the line by General Sherman could not altogether destroy. This was largely contributed to by the opening of the North Carolina Railroad to Charlotte in 1856, thus making the Charlotte and South Carolina a link in the main through line from the North to the South.

1st Railroad Construction Project Completed (1859 - 1861):

Built the Atlantic, Tennessee & Ohio Railroad

Creation of the Atlantic, Tennessee and Ohio Railroad (Charlotte to Statesville, NC)

In 1859, this article (Raleigh's "Weekly Standard" of 10-19-1859) described a regional railroad convention held in 1859 to create the "Atlantic, Tennessee & Ohio Railroad." The railroad's original name implied a project of ambitious scope. Shortly before the war, in 1861, the railroad's first segment was operational between Charlotte and Statesville. During the War, in 1863, it was dismantled to help maintain other railroads deemed more strategically important to the Confederacy. After the War, state bonds allowed for reconstruction and the line reopened in 1871. Never extended beyond the original 45-mile segment built, the line did connect two market towns.

RAILROAD CONVENTION.

According to previous arrangement, delegates from Iredell and Mecklenburg counties, assembled in Convention at Statesville on the 4th inst., for the purpose of aiding the building of a Railroad from Charlotte to Statesville, known as the Atlantic, Tennessee and Ohio Railroad. We find the proceedings in full in the Statesville Express.

The Convention was temporarily organized by calling Andrew Springs, Esq., of this county, to the chair. Afterwards, A. K. Sinonton, Esq., was elected President, and E. B. Drake and E. H. Britton, Esq's, Secretaries.

The following gentlemen were appointed a committee to prepare business for the action of the convention: Jno. A. Young, Geo. F. Davidson, R. I. McDowell, Anderson Mitchell, Moses White, and S. W. Davis. This committee made the following report:

Whereas, the Legislature of North-Carolina at its session of 1854-'55, granted the Atlantic, Tennessee and Ohio Railroad charter, authorizing the construction of a Railroad from Charlotte, N. C., to the Ohio river, with the proviso that the said road should be commenced within five years from the ratification of the Act; and whereas, the people of Iredell and Mecklenburg having manifested a desire to commence said work, and complete as speedily as possible that portion of the road which will connect the towns of Statesville and Charlotte. Therefore,

Be it unanimously resolved by this Contention, That so much of said Atlantic, Tennessee and Ohio Railroad as is necessary to connect the towns of Statesville and Charlotte, shall be built; thereby opening at once to the Western extension Railroad, and the large country depending upon it for outlet, a direct communication, by the shortest practicable routes, to the Atlantic markets at Wilmington and at Charleston.

Resolved, That the natural ridge dividing the waters of the Yadkin and Catawba, presenting as it does an almost graded tract for 40 of the 44 miles of distance between the towns of Statesville and Charlotte, renders the work of easy and cheap construction, and brings it entirely within our control.

Resolved, That we regard the privilege of carrying the products of our labor to the best markets, as one of the rights guaranteed to us, as a free and intelligent people, and that in order that we may profit by this advantage, we hereby pledge our substance and our united enterprise to force this important work to a speedy completion.

Resolved, That the natural obstacles to the construction of this road are so inconsiderable that it can be built with as little cost as any road of the same length in the Southern country, which, together with the large amount of freights and travel that it may reasonably be expected to transport, justifies the calculation on the part of the stockholders of a fair remuneration by dividends upon their investment.

Resolved, That in order to hasten the completion of this work, the entire road from Statesville to Charlotte shall be put under contract as fast as the location shall be made, after the sum of \$300,000 shall have been subscribed, and that as the heavier portion of said work will be in the county of Iredell, no portion of the funds subscribed in said county shall be expended in grading the Road outside of its limits.

Resolved, That the commissioners appointed to open Books of Subscription at the different points designated be instructed to assemble in Charlotte on Tuesday the 1st day of November proximo, and report the amount of stock that shall have been subscribed to said Road.

The convention was then addressed by R. I. McDowell, J. W. Osborne, ~~Wm. S. S. S.~~ Rev. W. W. Pharr, and Jno. A. Young, and the report unanimously adopted.

The following resolution, offered by R. M. Allison, was adopted:

Resolved, That in the opinion of this convention no railroad of the same extent can be constructed which, when completed, will more fully develop an extended region of Western North-Carolina, or so much promote the success and prosperity of the N. C. Western Extension, the Wilmington, Charlotte and Rutherford, and the Charlotte and South-Carolina Railroads, without affecting the legitimate business of other roads in the State.

On motion of R. I. McDowell, it was *Resolved,* That this meeting adjourn; when adjourned, to meet at Mount Mourne on Thursday the 20th of October, and at Davidson College on Saturday the 22d of October, being the week preceding the County Court of Mecklenburg county; and that the commissioners be present to solicit subscriptions.

Commissioners were appointed at Statesville, Mt. Mourne, Ford's Mills, Wilkesboro', Taylorsville, Lenoir, Morganton, Salisbury, Charlotte, Davidson College, Alexandria, Newton, and Mocksville, to open books of subscription.

Old South Career - Early Railroads

Coordination of the Charlotte & South Carolina Railroad and the Atlantic, Tennessee & Ohio Railroad

These excerpts appeared in an article of the "Charlotte Democrat" (2-12-1861). They show that the new Atlantic, Tennessee & Ohio Railroad (AT&ORR) was created in close cooperation with the older Charlotte & South Carolina Railroad.

Excerpt 1:

CHARLOTTE AND S. C. RAILROAD.

The meeting of the stockholders of this company was held in Columbia on the 6th. Gen. W. H. Neil, of North Carolina, was called to the Chair. Mr Steele and Mr Bouknight acted as Secretaries. The usual business was transacted with much unanimity and good feeling. The same Board was re-elected, consisting of the following gentlemen:

Wm Johnston, Gen. John A. Young, A. B. Davidson, Joseph H. White, of North Carolina; A. B. Springs, of York; S. McAliley, H. C. Bronson, of Chester; E. G. Palmer, W. R. Robertson, of Fairfield; Dr. John Fisher, A. R. Taylor, John Caldwell, of Columbia.

The Board unanimously re-elected Mr Johnston, of Charlotte, President.

A resolution was adopted, authorizing the Board of Directors, whenever they thought proper, to issue a stock dividend of the surplus funds heretofore applied to construction. It is supposed that this will increase the amount of stock of each holder about twenty-eight per cent.—*Columbia Carolinian.*

Excerpt 2:

[The Report states that the receipts last year show an increase of \$30,000 over any previous year.]

The first section of the Atlantic, Tennessee and Ohio Railroad, from Charlotte to Statesville, is all under contract. The first 25 miles are nearly graded. Track-laying was commenced in January and will probably reach Davidson College by July; the balance of the road can all be finished within twelve months thereafter. Seventeen hundred tons of rails have been received and paid for by the Charlotte and South Carolina Railroad Company, according to a contract between the respective Boards of Directors of said Companies. The delivery of fifteen hundred tons more has been contracted for. The entire 45 miles when finished are estimated, without equipment, to cost \$400,000. The amount subscribed in stock to the road exceeds \$200,000. As soon as the construction has given confidence of its early completion, its Directors design, by a sale of first mortgage bonds, to reimburse your Company for the cash advances made for the purchase of iron. The fertile country and dense population through which it passes, its cheap cost of construction, with important connections at both termini, give confidence in its being a paying road. Its construction will be of the best material, and completed in the most substantial manner.

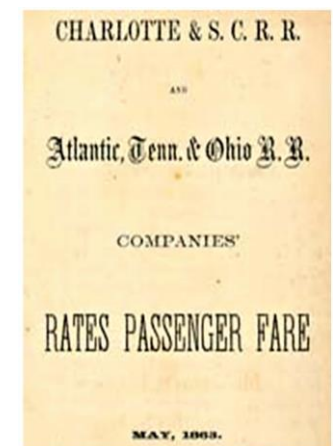
Both railroads remained under William's leadership for many years. After the war, William would lead the reconstruction of both lines.

The new railroad's name suggested grand intentions but once built, it never reached the Atlantic Ocean, nor Tennessee, nor Ohio. To be specific, it never spanned more than 45 miles - from Charlotte to Statesville, NC. But providing service to two market towns as well as Davidson College, it was regionally important.

William Holden, editor of Raleigh's "North Carolina Weekly Standard" complained that William "was nearly as strongly attached to South Carolina as to his own state." He complained that William had built his new AT&ORR on the South Carolina gauge, forcing farmers to ship their produce to Columbia and Charleston, rather than the North Carolinian port of Wilmington. The editor failed to mention Charlotte's geographical proximity to South Carolina, as well as William's obvious need to have his two connecting railroads on the same gauge.

This combined fare schedule shows that, although separate railroads, the C&SCRR and the AT&ORR were closely integrated.

Image: Guardian Steam-Power Press; Columbia, SC; 1863



Chapter 3: Civil War (1861 - 1865)

Celebration as North Carolina Joins the Confederate States

"Weekly Raleigh Register" of 5-22-1861:

The Ellis Light Artillery, in anticipation of the prompt passage of the Ordinance of Secession, had, at an early hour of the day, brought down from the Camp of Instruction their splendid battery, consisting of six brass field pieces, and ranged them on the Capitol Square, in front of the Western portico of the Capitol. As soon as the Convention had adopted the Ordinance, the loud-mouthed cannon proclaimed the joyful tidings to the whole city and surrounding country, and instantly large numbers of our citizens might have been seen hurrying from every direction towards the Capitol. In a few minutes the Capitol bell and the bells of all the churches united their voices in proclaiming the joyful news. The Artillery, after firing one hundred guns in honor of the passage of the Ordinance, rested a few minutes. Then ten guns, one for each of the other seceded States, were fired, followed by three cheers for each of those States; then a whole battery and nine cheers for North Carolina; and then, the fact that the Convention had adopt-

ed the Constitution of the Confederate States being ascertained, twenty guns were fired in honor of that event.

The enthusiasm of the large crowd that had gathered on the square was beyond our powers of description.

At night the mansion of the Governor and the residences of several of our private citizens were brilliantly illuminated. After which all hands went to bed and slept soundly in the Confederate States of America. Few people outside of North Carolina can say that they have been in one day the citizens of three distinct Governments. Until six, P. M., on Monday, they were citizens of the Federal Union. From that time till 7, P. M., they were citizens of the independent Republic of North Carolina; and after that, became citizens of the Confederate States of America, a Government which, we trust in God, will exist in peace, prosperity, greatness and liberty until the last syllable of recorded time.

Despair Nearing the War's End

The newspaper piece below shows that many North Carolinians held the Confederacy in utter contempt - and were fearless in saying so *in a public newspaper in the capitol city of a Confederate state*.

Raleigh's "Daily Confederate" of 1-4-1865:

The Storm Gathering in North Carolina

There are the strongest reasons for believing that the storm is at last being raised in the interior of this State, which must ere long eventuate in her deliverance from the remorseless jaws of the Richmond despotism.

Refugees are pouring in, and they all bring one uniform story of suffering and destitution, and the most unmitigated oppression and tyranny ever inflicted upon any people since the reign of those monsters in human shape, in old Rome, Caligula and Nero. Some are ready to seek refuge by proceeding North at once, while others are willing to "bide their time" by remaining among us. All join in heaping imprecations on the infamous rule of Davis and his wicked co-conspirators.

A real genuine Union feeling is strengthening and increasing in every town in almost every quarter of the State. It will yet overwhelm and crush the contemptible despots now engaged with the desperation of demons in trying to keep it down. Many refugees now look forward to the joyous hour when they can return back to their old homes, under the protecting folds of the Stars and Stripes. With the political and social redemption of North Carolina will come that other long looked for blessing; universal and unconditional emancipation. Old Slaveholders! Do you hear this?

Old South Career - Early Civil War (1861)

Civil War Sequence of Events for William Johnston: 1861

A friend in Charlotte, N. C., sends us the following:

CHARLOTTE, MECKLENBURG CO. N. C., }
Saturday Feb. 9, 1861. }

DEAR SIR—Our County Convention held here to-day nominated to the State Convention, Judge J. W. Osborn and William Johnston, President of the Charlotte and S. C. Rail Road.—Both for immediate secession let Virginia do as she will.

There will not be any opposition to the nomination. Osborn is a Democrat and Johnston a Whig.

Yours,

OFFICIAL APPOINTMENTS.
State Troops of North Carolina.

The following appointments include those heretofore published.

Appointments in the "State Troops of North Carolina" by the Governor, by and with the advice of the Military Board:

ADJUTANT GENERAL'S OFFICE.
Lieut. Col., Richard H Riddick.

QUARTER-MASTER GENERAL'S OFFICE.
Col L O'B Branch, Quarter-master and Paymaster General; Major, Augustus M Lewis; Captains, John W Cameron and Rufus S Tucker.

COMMISSARY GENERAL'S OFFICE.
Col William Johnston Commissary General; Captains, Daniel G Fowle, William W Morrison and David Schenck.

Event 1 (Upper Left):
Chosen as one of as Mecklenburg County's Delegates to the North Carolina Succession Convention
"Wilmington Daily Herald" of 2-11-1861.

Event 2 (Lower Left):
Appointed by Gov. Ellis to the Position of North Carolina's Commissary General.
"Charlotte Democrat" of 5-28-1861.
That position entailed the movement of troops and supplies around the state.

Event 3 (Upper Right): Resigned as a NC Succession Convention Delegate to become the Commissary General.
"Charlotte Democrat" of 6-11-1861.
William served at North Carolina's Commissary General for several months until most of the state's troops were under the Confederate Government's authority.

To the Freeman of Mecklenburg County:

Having accepted a position in the Military Department of the State, and apprehending that the Convention may sit longer than anticipated, I hereby resign my seat in that body to my fellow citizens who so generously bestowed it.

I desired no other position than that to which, unsought, you cordially and with singular unanimity assigned me; but in these times of danger and peril to our good old Commonwealth, no man has a right to choose his position. Obedience to the calls of duty and patriotism I know you will pronounce the highest obligation of every good citizen. Whatever of ability I possess shall be devoted with fidelity and integrity to the best interests of our State.

With many grateful feelings for your generous confidence, I am very respectfully and truly your friend and fellow-citizen.

WM JOHNSTON
June 10th, 1861.

Mr Johnston's resignation was read in the Convention Monday, and is to take effect on Saturday next, on which day, we are authorized to say, an election will be held in this county to supply the vacancy—the Governor having issued an order to that effect.

A Mixed Human Rights Record: William Johnston's Support of Religious Rights

William's short tenure as a Delegate to the Secession Convention contributed significantly toward a surprising accomplishment: a change to a clause in the State Constitution that had prohibited non-Protestants from holding public office. Given the small size of Charlotte's non-Protestant community, and the fact that William's family members were all Protestant, his focus on this issue was surprising.

"The Biographical History of North Carolina" (F.D. McDowell; 1905) stated: "While in route to the convention at Raleigh, William Johnston noted eleven Jews enlisted in one military company from Charlotte, and dwelling upon the manifest injustice of a class being debarred by law from holding office in a State, while its members were volunteering for the State's defense, he introduced and passed an ordinance removing the disabilities of the Hebrew citizens throughout North Carolina." Some would find this statement ironic at best or even incredulous. Here was a man in route to a Secession Convention, intent upon continuing the enslavement of the state's hundreds of thousands of African-Americans, and he was concerned with the injustices experienced by members of a small religious community?

But advances in human rights are usually specific in nature, and regardless of the rationale stated, such advances are among any society's highest achievements.

Old South Career - Early Civil War (1861)

The item shown at upper right, which appeared in an obituary ("County Union" of Dunn, NC, 5-27-1896) mentioned William's major life events of 1861:

- (1) his election as a Mecklenburg Co. Delegate to the North Carolina Secession Convention;
- (2) his appointment by the Governor to the position of Commissary General of North Carolina;
- (3) his resignation as a Delegate to accept the Governor's appointment; and
- (4) his successful ordinance proposal to amend the religious test for higher office in the North Carolina State Constitution.

William Johnston's Proposal to Revise the State Constitution

On June 11, 1861, the "Charlotte Democrat" announced that William would soon resign as a Delegate to the Secession Convention. Surprisingly, that same newspaper, on that same day, had a separate announcement regarding William:

"Mr. Johnston introduced an ordinance to repeal the Jewish disability clause of the Constitution..."

Apparently, William had decided to use his dwindling time as a Delegate to change the state's Constitution: an effort that was both audacious and admirable. Charlotte reportedly had only nine Jewish families at the time so he had little to gain politically at home for this effort. And since he had an ambition for state leadership, his advocacy for Jews in a state with a small Jewish population might later have become a political liability.

Regardless, William chose to proceed. He had chosen his next ambitious effort, and as usual, he would push it toward a successful conclusion.

Governor Ellis in 1861 appointed him to the position of Commissary General of the State, to accept which he resigned his seat in the Secession convention. At that time the Constitution debarred Jews from holding office in the State. He introduced the ordinance, which passed the convention, giving them all the rights of citizenship.

"Charlotte Democrat"
of 6-11-1861

Mr. Johnston introduced an ordinance to repeal the Jewish disability clause of the Constitution. The subject was discussed till adjournment, but no one particularly opposing the ordinance.

"Raleigh Register"
of 6-15-1861

Mr. Johnston, of Mecklenburg, moved to take up for consideration the ordinance concerning Jewish disability. Agreed to.

"Raleigh Register"
of 6-18-1861

The hour of 11 o'clock having arrived, the special order being the ordinance of **Mr. Johnston**, of Mecklenburg, to remove the Jewish disability relative to holding office, was taken up.

"Wilmington Journal"
of 6-20-1861

We understand that the Convention has so amended the Constitution as to remove the previously existing disability of members of the Jewish persuasion holding office.

"Charlotte Democrat"
of 6-25-1861

The ordinance to repeal the Jewish disability clause in the Constitution was passed on Wednesday and is now a law.

North Carolina's Delegates Discuss William's Proposal

When William Johnston proposed his amendment, newspapers indicated that little dissent was expressed by the other delegates. The delegates may have been a bit surprised by the proposal's timing, given that they were assembled to enact the secession, but they indulged William on this issue.

Though the delegates were generally receptive to changing the state's religious (Protestant) test for holding state office, there was some disagreement as to whom such a change should benefit. Some wanted to extend leadership opportunities to non-Protestant Christians and others to Jews. From the discussion below, we can see that differing views were expressed.

Below: Raleigh's "Weekly Standard" of June 5, 1861

Mr. Johnson then moved to take up his ordinance for amending the Constitution, so as to remove Jewish disability to hold office, and the motion prevailed.

The ordinance was then read, as follows: .

Be it Ordained and Declared by the Delegates to this Convention, in Convention assembled, and it is hereby Ordained by the authority of the same, That the second section of the fourth article of the Amended Constitution shall be amended to read as follows:

"No person who shall deny the being of God, or who shall hold religious principles incompatible with the freedom or safety of the State, shall be capable of holding any office or place of trust or profit in the civil department within this State."

The substitute of Mr. Rayner was also read, which is in these words:

Resolved, That the 2nd Section of the 4th Article of the amended Constitution of North-Carolina ought to be amended so as to read as follows, viz: "No person who shall publicly proclaim his disbelief in the being of God, and of his superintending providence over human affairs, or of the moral accountability of all mankind for their lives and conduct in this world, shall be capable of holding any office of trust or profit in the civil department within this State."

Resolved, That a committee of five be appointed by the chair to prepare an amendment to the Constitution of this State in conformity with the foregoing resolution.

Mr. Johnson said he preferred the original introduced by himself, because it gives rise to no new construction of the constitution, but merely amends by striking out the phrase which excludes a certain class of meritorious citizens from holding office in the State.

Mr. Biggs moved to amend by striking out the whole section from the constitution. He said that in 1835 he had voted to strike out the word "protestant," and insert "Christian." He believes he ought to have voted then to strike out the whole clause; therefore, he offers the amendment for that purpose now.

Mr. Ruffin said he was in favor of removing the restriction, so far as it applied to Jews, but he was not in favor of everybody of all religions and of no religion—Turks, Pagans, Coolies—to be eligible to office in the State. He said that, if in order, he would move to amend by adding to the clause as it now stands in the Constitution, the words, "provided that the foregoing shall not be so construed as to render incapable those professing the Jewish religion."

Mr. Osborne said the object of the proposed amendment is intended to apply only to the Jews. He objects to Mr. Rayner's substitute, because a man's principles are the same whether proclaimed or not.

Mr. Rayner said he would strike out the word, "publicly."

Mr. Osborne said that did not help it any; to proclaim was to make public. He thinks it would be better to do what was intended in plain words, and say "Jews" at once.

Mr. Biggs defended his amendment. He thought the clause in the Constitution was an infringement of the principle which forbids the adoption of religious test in order to hold office.

Mr. Rayner said that in framing his amendment, he had been careful in the selection of terms—he wanted the Constitution to be plain and explicit in this matter—that the God in whom belief is required, should be a God having a personal existence, having a superintending providence over human affairs, and who will hold all men to a moral accountability for their lives and conduct in this world.—He would not interfere with a man's private religious opinions, but when proclaimed to the world, if erroneous, they become mischievous.

Mr. Ruffin said that all our laws are founded on the idea that we are a religious people, therefore he must oppose the proposition of the gentleman from Martin (Mr. Biggs.) He said the abrogation of that clause would have a tendency to weaken the sense of religious obligation among the people. He then read his amendment, modified, for information.

The subject was further discussed by Messrs. Ruffin, Rayner, Osborne, Badger and Biggs.

Mr. Ferebee said as this was a very important question, and one that ought to be fully discussed and well considered, he would move that the Convention do now adjourn, and the motion prevailed.

Old South Career - Early Civil War (1861)

The Jewish Presentation Given to William Johnston's Broader Proposal

From 1861 onward, William Johnston's Constitutional Amendment proposal was consistently described, by newspaper articles, biographical profiles and obituaries, as approved in June of 1861 and as allowing Jews to hold public office. Does evidence support these claims? Not really.

William was not the first to try to amend the state's religious test, nor did he claim to be. The issue had last been raised in the assembly's previous session by another delegate. News items across the state in June of 1861, however, credited William's proposal with removing the "Jewish disability."

When we look at the exact wording of William's proposal below, we can see how radically inclusive it was for its time. It would have extended public service opportunities to all but avowed atheists. Why then was William's measure presented to the public as specific to Jews? Despite his broader wording, William himself may have presented the proposal as intended for Jews. One obituary stated that William was motivated to write his proposal when he noticed that young men from Charlotte's Jewish families had volunteered to fight for the Confederacy.

The assembly's final wording, ratified in December, 1861, after William had resigned as a delegate, was much more restrictive. It required belief in "the divine authority of both the Old and New Testaments" effectively extending leadership opportunities to Catholics, but not Jews. (At that time, Charlotte had a small Catholic community and a small Jewish community.)

William was progressive in many ways. He worked tirelessly to build a prosperous town and he apparently wanted Jews to feel welcomed.

Finally, in 1868, the North Carolina Legislature removed the State Constitution's religious test and Jews were allowed to hold public office.

William would live to see a larger Jewish community in Charlotte. According to the Goldring - Woldenburg Institute of Southern Jewish Life:

"It was during the late 19th century that future prominent Jewish families became rooted in Charlotte, such as the merchant Schiff family and the Heinemans. Dannie Heineman was born in Charlotte in 1872 and later became a very successful financier in New York and an important philanthropist in Charlotte ... By the turn of the century, it was evident that Jews were a significant element of the Charlotte community."

William's vision of Charlotte as a more inclusive city had been partially achieved.

Had William's 1861 bill ended the "Jewish disability," as many publications have claimed over the years? No.

Had William's 1861 bill contributed toward ending the state's "Protestants only" requirement to hold elected office, and promoted religious tolerance? Yes.



Congregation Beth Elohim, Charleston, SC (Built 1840)
(William frequently visited Charleston, where he may have met some of that city's prosperous Jewish citizens or seen their elegant synagogue.)

Partial Evolution of North Carolina's Religious Requirement to Hold Public Office

Constitution of North Carolina (1776)

"That no person, who shall deny the being of God or the truth of the Protestant religion, or the divine authority either of the Old or New Testaments, or who shall hold religious principles incompatible with the freedom and safety of the State, shall be capable of holding any office or place of trust or profit in the civil department within this State."

Proposed by William Johnston (June of 1861)

"No person who shall deny the being of God, or who shall hold religious principles incompatible with the freedom and safety of the State, shall be capable of holding any office or place of trust or profit in the civil department within this State."

Amendment Ratified (December of 1861)

"No person who shall deny the being of God or the divine authority of both the Old and New Testaments, or who shall hold religious opinions incompatible with the freedom or safety of the State, shall be capable of holding any office or place of trust or profit in the civil department of this State."

Ordinance to Amend the 2nd Section of the 4th Article
of the Amendments to the Constitution

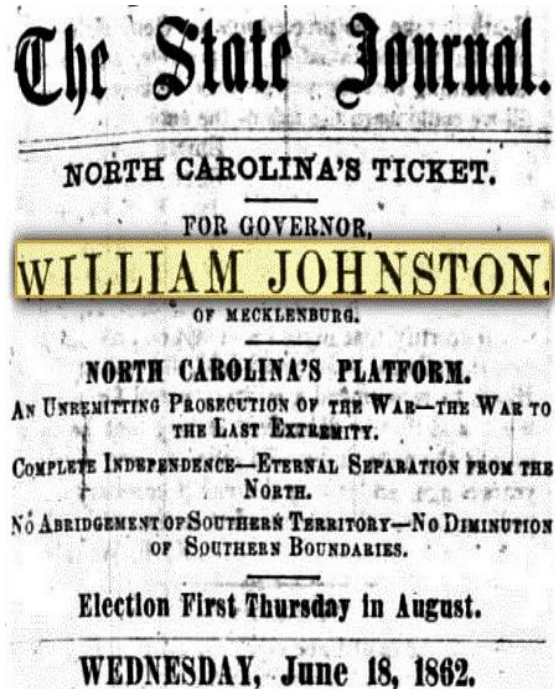
("Ordinances and Resolutions Passed by the State Convention of
North Carolina At Its Several Sessions in 1861 - '62")

Old South Career - Early Civil War (1862)

Gubernatorial Election Against Zebulon Vance (1862)

The death of Governor Ellis created a vacancy that, during wartime, had to be quickly filled. William was called to be the Whig Party candidate and Zebulon Vance, of Asheville, was the Democratic Party candidate. Neither candidate canvased the state, but the state's newspaper editorial boards strongly advocated for one or the other, with a slight majority favoring William.

This campaign biography, describing William's life to age 45, appeared in a Charlotte newspaper. Similar biographies appeared in newspapers across the state.



to which occupation the subject of this notice served an apprenticeship of several years, learning to handle with commendable dexterity all the implements of husbandry.

With this substantial foundation for his usefulness, his father graduated four of his sons at the University of North Carolina – among whom was William, who graduated with honorable distinction in the class of 1840, the largest class up to that period which had ever graduated at our University. Upon leaving College, Mr. Johnston immediately repaired to the Law School of Judge (now Chief Justice) Pearson at Mocksville, in Davie county, where he presented his studies with unremitting assiduity, in company with the late lamented Governor Jno. W. Ellis, Jno. A. Lillington and Jno. W. Barton.

He obtained his license to practice law in 1841, and in the fall of that year, located at Charlotte, where he has resided ever since. Here he found many able and experienced practitioners to contend with. The courts of old Mecklenburg were then attended by as many able lawyers as any bar in the State, with ten resident practitioners at Charlotte.

Close application in his studies and an inflexible punctuality to all his duties and engagements, in a few years raised Mr. Johnston to a high position at the bar, and secured to him a leading share in the business of the Courts. He was well read in the law, possessed a sound judgment, a fine discriminating knowledge of human behavior, an indomitable energy of character, possessing these qualities in a degree that made few men of his age his equals in the State.

In this course, he continued to practice about fifteen years, making many private trusts and positions of such responsibility, as guardian, trustee, executor, administrator, director of the banks located at Charlotte, and president of various corporations, until his great, practical talents caused him to be invited, under peculiarly flattering circumstances, to take charge as President of the Charlotte and South Carolina Railroad in the year 1856, at which time he abandoned a successful practice of the law and devoted his untiring attention to this great work, until in the short space of six years, he had caused the stock of the company to increase in value to the enormous sum of one million of dollars.

In addition to this, during the last two years, he has nearly completed forty-six miles of railroad extending from the town of Charlotte to Statesville, without expending one dollar of money derived from State aid or from taxes imposed upon the people; and the stock of the road is now selling readily at eighty cents on the dollar. It is believed that the entire road, when finished, will not exceed a cost of four hundred and ten thousand dollars, and will be, by far, the cheapest railroad of its length, which has ever been constructed in the Southern Confederacy.

(Continued on Next Page)

"Charlotte Democrat" of 7-15-1862:

William Johnston

Inasmuch as the name of Col. Johnston is now prominent before the people of North Carolina as a candidate for the office of Governor, and forasmuch as he is a gentleman of more private worth than public notoriety, it ought not be considered obtrusive to offer a short sketch of his life to the public.

But few men of his age in the State have accomplished more real good in the quiet walks of private life than Mr. Johnston. He never appeared to desire the distinctions of public life, never sought public office, and hence is not so generally known as many other men in the State of far less merit, worth or ability.

William Johnston is a native of Lincoln county. His father, Robert Johnston, Esq., resided on the western bank of the Catawba river ... a man of more purity of character, or elevation of sentiment, never lived. Devoted to his agricultural pursuits – for he was one of the best of farmers – he led a retired life, revered by a large domestic circle, beloved by his neighbors and respected by all who knew him. His house was the home of happiness and hospitality. His first care and duty was to educate all of his sons in the honorable pursuit of agriculture,

Old South Career - Early Civil War (1862)

Mr. Johnston has been an active and leading spirit in the construction of every work of internal improvement established in this section of the State. No man has more thoroughly identified with his fellow men in their varied pursuits. Of enlarged views and comprehensive intellect, of untiring energy, and unimpeachable integrity, he has discharged the many heavy responsibilities committed to his care and attention without ever once incurring the slightest shade of suspicion to blemish the purity of his good name. In his manners he is amiable and gentle, never obtrusive of his acts or opinions, whilst at the same time he is very firm, prompt and decided in his own views and opinions.

During the spring of last year, he was unanimously chosen by the people of Mecklenburg as one of their delegates to the State Convention which voted North Carolina out of the United States, and into the Confederate States, where for three weeks he discharged the duties of that important trust to the entire satisfaction of his constituents, when pressed by a sense of paramount duty to his country, and urged by the solicitations of many friends, he resigned his seat in the Convention to accept the post of Commissary General, then pressingly tendered to him by the late lamented Excellency Governor Ellis. This honorable position he seems to have filled without partisan feeling, and with universal satisfaction to the soldiers, and to the public until the greater portion of our State troops were turned over to the Confederate Government, when he resigned this office and returned to his varied private engagements, where his services have been of great importance and benefit to the country at large.

Engrossed with the pleasing excitement inspired by these engagements, he expected to continue in them, until at least two-thirds of the journals of the State, irrespective of party, spoke favorably of him as a fit person to fill the Executive Chair of North Carolina. A testimony of his capacity so flattering, however undeserved he may have thought it, he could not refrain from appreciating; and an appeal to his patriotism so extensive, whatever might be the amount of personal sacrifices to himself involved, he could not refuse, and therefore did not hesitate to become a candidate for that distinguished position.

Col. Johnston is now before the people of North Carolina literally and emphatically as their candidate for the highest office within their gift; and who doubts but that he is the choice of at least two-thirds of the voters of the State, divested of all partisan feeling, notwithstanding the vile and insidious attempts made in certain quarters, by broken down party hacks to array partisan feeling against him ...

William's Loss of the Gubernatorial Election of 1862

Historian Max R. Williams ("William Johnston," NCPedia, UNC Press; 1988) provided this analysis of the election's process and outcome:

"Upon the death of Ellis in 1862, Johnston—the candidate of the original Secessionists who had become hard-core Davis supporters—contested the governorship with Zebulon B. Vance, popular former Whig congressman and Unionist. Neither man canvassed the state, but the election elicited a vigorous newspaper response. Eleven journals supported Johnston and ten. Vance. Col. Vance, still commanding the 26th North Carolina Regiment in Virginia, won an overwhelming victory. He carried 68 of the 80 counties and was elected by a vote of 54,423 to 20,448. The outcome of the election was not an accurate measure of Johnston's public repute, but rather reflected the unpopularity of the Confederate party and the public confidence and approbation enjoyed by Vance ..."

Building of William's New 85-Mile Railroad: The Columbia & Augusta Railroad

Following his loss of the gubernatorial election, William resumed his focus on maintaining the Charlotte & South Carolina Railroad. As an inland north-south line, it was a critical link between the Confederate capitol of Richmond and the deep South.

But William did more than maintain existing railroads. During the war, he arranged financing for and supervised the construction of a new railroad from Columbia, SC, to Augusta, GA, the Columbia & Augusta Railroad. He had attempted to build that line before the war to extend his Charlotte & SC Railroad, without success. Once at war, he persuaded the Confederate government that the new trackage was needed as a military necessity. In "Prominent Living North Carolinians" of 1888, Jerome Dowd stated:

"He (William Johnston) appealed to the Confederate Government for aid in this enterprise, which was promised by the Secretary of War, but the waning fortunes of the South rendered aid impossible. However, private investors subscribed about \$1,000,000 in Confederate currency. This he invested in cotton, and saved about 1000 bales, selling it for \$170,000, which enabled him to build the Columbia & Augusta Railroad, 85 miles in length, costing in greenbacks over \$2,000,000. When he commenced work in January 1866, he had not means enough in all to build the Savannah and Congaree bridges, which cost over \$200,000. At the close of the war, only \$14,000 worth of work had been expended in construction of the road. With this and the proceeds of cotton, he constructed a road through a country made desolate by war ..."

Fortunately, as shown on the following pages, the history prepared by the Southern Railway Company provided more details regarding this massive effort.

2nd Railroad Construction Project Completed (1863 - 1869):

Built the Columbia & Augusta Railroad (During and After the Civil War)

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After the war the line had to be totally rebuilt in 1865, but the Charlotte and South Carolina Railroad Company was nevertheless able to extend generous aid during the reconstruction period to connecting lines, such as the Atlantic, Tennessee and Ohio, in which the Charlotte and South Carolina became a large stockholder, the Kings Mountain Railroad Company, which was engaged in the construction of the narrow-gauge line from Chester, S. C., which was afterwards operated by the Charlotte, Columbia and Augusta under the name of Chester and Lenoir Railroad, and finally to the Columbia and Augusta Railroad, which it ended by absorbing.

II.

The Columbia and Augusta Railroad Company.

(a) The Plans of the Columbia and Hamburg Railroad Company. 1853-1863.

The successful opening of the Charlotte and South Carolina in 1852 naturally suggested an extension of its line south from Columbia to Hamburg to thus save the roundabout journey via Branchville and the South Carolina Railroad, which was then necessary to reach the lines running west from Augusta.

There was accordingly obtained a charter for this purpose in an Act entitled :

"An Act to incorporate the Columbia and Hamburg Railroad Company."

Passed December 20, 1853.

XII Statutes of South Carolina, p. 250.

which made provision for the organization of a corporation under the style of

COLUMBIA AND HAMBURG RAILROAD COMPANY

"for the construction of a railroad on the most practicable
"route from some point in or near the town of Columbia, in
"Richland District, to the Savannah River, at or near the
"town of Hamburg, in Edgefield District."

Nothing was done under this charter, however, but after the opening of the North Carolina Railroad and the turning of a new

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tide of through travel over the Charlotte and South Carolina from the north, the plan was again revived in an Act entitled :

"An Act to incorporate the Columbia and Hamburg Railroad Company."

Passed December 21, 1858.

XII Statutes of South Carolina, p. 593.

which repealed the Act of December 20, 1853, and provided anew for the organization of a corporation of the same name and with substantially the same powers, to build a railroad over the original route; but nothing was immediately accomplished under this charter either.

(b) Building the Line from Columbia to Augusta. 1863-1869.

In 1863 the same military necessity of the Confederacy which dictated the construction of the Piedmont Railroad demanded a railroad communication between Columbia and the west, shorter and less liable to hostile interruption than that then existing. To this end, the Columbia and Hamburg Railroad Company was reorganized in August, 1863, and later the charter was revived by an Act of South Carolina entitled :

"An Act to amend and renew the charter of the Columbia and Hamburg Railroad Company, to change the name thereof, and to produce conformity
"in the charters granted to said company by the States of Georgia and South
"Carolina."

Passed December 17, 1863.

XIII Statutes of South Carolina, 171.

which provided

"That the Columbia and Hamburg Railroad Company which
"has been formed * * * be and the same is hereby in-
"corporated by the name of

"THE COLUMBIA AND AUGUSTA RAILROAD COMPANY,"

and that by such name it should have power

"to construct, as speedily as may be practicable, a railroad
"with one or more tracks, to be used with steam, animal or
"other power, which shall extend from some point on the
"Charlotte and South Carolina Railroad in or near the City of
"Columbia to or near the town of Hamburg in the State of
"South Carolina and (if the said Company shall be Chartered
"by the State of Georgia) to cross the Savannah River at or
"near the City of Augusta in the State of Georgia, and to
"connect with the Georgia Railroad in the said city of
"Augusta."

Old South Career - Civil War (1863 - 1864)

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901 - Public Domain)

Thereafter, the State of Georgia agreed to this proposition in an Act entitled :

" An Act to incorporate the Columbia and Augusta Railroad Company."

Assented to March 21, 1864.

Georgia Laws 1864, No. 117, p. 138.

which "incorporates" the Columbia and Hamburg Railroad Company under its new name and grants to it permission to construct its line across the Savannah River and into the city of Augusta, and to connect with the Georgia Railroad,

" Provided the consent of the authorities of the City of Augusta and the Georgia Railroad Company shall first have been obtained ; *provided* also that the said Company may use any section or portion of the said road before the whole thereof shall be completed ; *provided* further that the Columbia and Augusta Railroad Company shall not have power to enter within the corporate limits of the City of Augusta with the said road except upon such terms, limitations and restrictions as may be imposed by the municipal authorities of the city."

There was also appended to the Georgia Charter as section 29 thereof a provision that a levy could be made upon the assets of any stockholder "equal to the amount of his stock" to make a debt of the corporation. This being onerous and preventing the acceptance of the Georgia Charter, was later repealed by an Act entitled :

" An Act to repeal the twenty-ninth section of an Act to incorporate the Columbia and Augusta Railroad Company."

Approved November 14, 1866.

Georgia Laws 1866, No. 173, p. 124.

which recited that

" WHEREAS, the completion of the Columbia and Augusta Railroad is exceedingly important to the interests of a considerable number of the people of this State, and

" WHEREAS, said road, after running about eighty miles in South Carolina, will run less than one mile in this State, and

" WHEREAS, the State of South Carolina has not imposed such restrictions upon the said road as are contained in the charter granted by the State of Georgia, and it is desirable that every facility should be afforded the commercial and traveling public."

The proposed line was not opened in time to be of service to the Confederacy, but enough attention had been attracted to it that after the war the State of South Carolina was willing to aid the enterprise, and there was passed an Act entitled :

" An Act to authorize the transfer to the Columbia and Augusta Railroad Company of certain stocks held by the State, and to authorize the guaranty by the State of the Bonds of said Company."

Passed December 20, 1866.

XIII Statutes of South Carolina, 385.

which provided that the Comptroller General should transfer to the Columbia and Augusta Railroad Company \$42,200 of the capital stock of the Charlotte and South Carolina Railroad Company held by the State in exchange for an equivalent amount of the stock of the Columbia and Augusta Railroad Company, and furthermore that the Governor might endorse the seven per cent twenty-three-year bonds of the Columbia and Augusta to the extent of \$6,500 per mile of road, reserving to the State, however, "without deed," a first lien upon the property of the company for the security of such endorsement.

The proposed guaranty of Columbia and Augusta bonds by the State was not, however, availed of because the Charlotte and South Carolina had meanwhile determined to carry through the Columbia and Augusta with its credit, and to that end agreed to endorse the Columbia and Augusta bonds which were issued under the following mortgage :

COLUMBIA AND AUGUSTA RAILROAD
COMPANY

TO

JAMES ROBB AND WILLIAM KIRK-
HAM KITCHEN,

Trustees.

(JOHN STEWART KENNEDY,
Substituted Trustee.)

FIRST MORTGAGE.
Dated May 1, 1867.

To secure \$1,000,000 of
7% bonds, due January
1, 1890.
(Satisfied January 30,
1900.)

CONVEYS :

The line from Columbia to Augusta.

Of the bonds secured by this mortgage \$400,000 were issued and guaranteed by the Charlotte and South Carolina Railroad Company, and at the time of the consolidation with that last-named company there were outstanding under

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901 - Public Domain)

this mortgage in all \$949,000. All of these except \$189,500 were refunded from time to time under the Charlotte, Columbia and Augusta First Mortgage, dated August 30, 1869, and the First Consolidated Mortgage, dated July 1, 1883, while the still outstanding bonds were paid at maturity with proceeds of sale of First Mortgage Bonds of 1883. The mortgage was finally satisfied by the substituted trustee in 1900.

With the funds derived from the sale of these bonds, the line was completed twenty-six miles south from Columbia in 1867, and in 1868 seventy miles in all to Graniteville, where it was proposed to cross the line of the South Carolina Railroad extending from Branchville to Augusta.

Proceedings to condemn a right of way across the line of the South Carolina Railroad resulted in protracted litigation, as the South Carolina Railroad Company was intent on maintaining her monopoly of the business between Columbia and Augusta, and so of obstructing the construction of the line of the Columbia and Augusta Railroad Company. In this, however, they failed, and the Courts held that the construction of the Columbia and Augusta line should continue.

See *State ex rel. etc. v. Columbia and Augusta R. R. Co.*, 1 S. C., 46.

Later, however, a settlement of the dispute was reached, and until its own line was completed to Hamburg in 1869, and its own bridge was completed over the Savannah River on August 1, 1870, the Columbia and Augusta trains ran into Augusta over the tracks of the South Carolina Railroad Company.

(c) The Entrance into Augusta. 1870.

In pursuance of the requirement of its Georgia charter as quoted above, the Columbia and Augusta entered the city of Augusta under authority of an Ordinance of the City Council of Augusta, entitled :

"An Ordinance to authorize the Columbia and Augusta Railroad Company to enter and lay the track of their road in the City of Augusta."
Done in Council April 27, 1869.

which provided,

"That if the said Columbia and Augusta Railroad Company select Washington Street as the point opposite which they will erect their bridge, then the right of way over the

"wharves over which they will have to place their track to Bay Street and across Bay Street and through the center of Washington Street from Bay Street to the center of Reynolds Street is hereby granted them; thence connecting with the Street Railroad Company over their locomotive railroad track by their consent; thence connecting over the said Street Railroad Company's locomotive tracks with other lines of railroads entering the City, having the right to connect with other railroads at a common through depot."

The bridge was built opposite Washington Street, and was opened August 1, 1870, track connection being made with the main line of the South Carolina Railroad on Washington Street at the intersection of Reynolds Street. This track thereafter became the joint property of the Columbia and Augusta Railroad Company and the South Carolina Railroad Company by virtue of the following agreement :

CITY COUNCIL OF AUGUSTA, THE ACADEMY OF RICHMOND COUNTY WITH THE SOUTH CAROLINA RAILROAD COMPANY AND THE COLUMBIA AND AUGUSTA RAIL- ROAD COMPANY.	}	AGREEMENT. Dated June 1, 1869.
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RECITES :

That by agreement between the City Council of Augusta and the South Carolina Railroad Company, the latter was to be protected from competition by other railroads in the City of Augusta; that the City Council had granted certain rights to the Columbia and Augusta Railroad Company, and

PROVIDES :

That the South Carolina Railroad Company, in consideration of \$75,000 of the bonds of the Columbia and Augusta, agrees to permit the Columbia and Augusta Railroad Company

"to connect the road of the latter with their road and tracks
 " * * * and use the same * * * and also their tracks
 " along Washington and other streets to the freight and pas-

"senger depots of the Savannah and Augusta and the Georgia
 " Railroads in the said city of Augusta, including the turntable
 " and turnouts of said tracks. * * * Said tracks to be
 " used by the two roads on equal terms and to be put and
 " kept in thorough condition and repair at the joint expense
 " of the two roads."

The terminal facilities, switching, etc., enjoyed by the Columbia and Augusta, and later by the Charlotte, Columbia and Augusta, in Augusta, were furnished by the Augusta and Summerville Railroad Company, which had the monopoly of the right to use steam as a motive power in the city of Augusta until 1896, when Southern Railway Company acquired such right from the city of Augusta. The history of the Augusta and Summerville monopoly and its results will be found elsewhere.

**Pre-War Use of Slaves to Build and Maintain
the Charlotte & South Carolina Railroad**

During the 1850's, Southern railroads grew rapidly. Unlike Northern railroads, they relied on slave labor. Many Southern railroad managers were unconcerned with the ethics of using slaves; they just debated whether it was more economical to rent or to buy slaves.

Researcher Steven Godson Collins of Louisiana State University stated: "Several lines opted to continue contracting for slave labor. The Charlotte and South Carolina even allowed stockholders to pay for their stock with slaves."

William Johnston assumed the presidency of the Charlotte & South Carolina Railroad (C&SCRR) in 1856 when Edward G. Palmer declined to seek reelection. We know a bit about the slavery practices of that railroad during Mr. Palmer's tenure. Palmer stated that, "allowing Stockholders to pay up their subscriptions in labour ... is admirably calculated to increase the amount of stock subscribed ... and give slave States great advantages over the free in the construction of Rail Roads." Palmer's opinion was that contracting slave labor was more economical and efficient than either free labor or the purchasing of slaves.

But contracting, or renting, slaves had its disadvantages. Tension between slave-owners and the contracting railroads often resulted over the proper treatment and punishment of slaves, limiting the railroads' control.

Slave labor was used by most Southern railroads. They sometimes served as brakemen, firemen, station helpers, and even enginemen. The annual reports of C&SCRR showed that African-Americans, mostly slaves, served as blacksmiths, firemen, strikers, depot hands and pump tenders, and a large number laid and repaired tracks. At the C&SCRR, blacks performed many of the same jobs as white wage earners, but their cost was less. A black foreman, for example, cost the company \$15 per month while a white foreman cost \$35 per month. (At most Southern railroads, black and white workers were typically separated and worked on different sections of the line.)

Slaves were often given the dangerous tasks of grading, ditching, track laying, and track repair. They could be crippled or killed by accidents that crushed limbs, and were often worked to exhaustion. Those working near the engine could be scalded. White workers who found their jobs too dangerous could leave while slaves remained in bondage. Many slaves assigned to railroad work attempted escape. One C&SCRR report noted that one slave, named Titus, was sold after repeatedly running away.

Sources:

- "Organizing the South, Railroads, Plantations and War," a dissertation by Steven Godson Collins. Louisiana State University; 1999.
- "Proceedings of the Charlotte & South Carolina Railroad," issued at annual meetings from 1849 to 1857. Published in Columbia, SC.

Significant Pre-War Opposition to Slavery

Though slaves were routinely used by Southern railroad companies, mining companies and plantations, many North Carolinians opposed slavery before the war.

Slaves' Rebellion

Slaves, given few options, expressed themselves through their frequent attempts to escape bondage. The University of North Carolina at Greensboro has archived over 2300 runaway slave advertisements found in the state's period newspapers. The slaves' risky escape efforts belied slaveowners' claims that they were simply providing necessary care and supervision.

The Silent Majority

Ronnie W. Faulkner has stated, "Non-slaveholding yeoman farmers made up a majority of the North Carolina population and constituted the core of the Unionist strength. They were disinclined to secede or fight for the preservation of slavery. ... The Unionists carried the northeastern counties and most of the Piedmont and Mountains."* Mecklenburg County, which included Charlotte, was more supportive of the Confederacy than were many other Piedmont counties.

Levi Coffin (1798 - 1877) and Other Quakers

North Carolinian Levi Coffin was born near Greensboro and reared there as a Quaker. At age 28, he moved with his family to Indiana and became wealthy from his business ventures. Reportedly assisting over 3000 slaves, he was sometimes referred to as the unofficial president of the Underground Railroad. After the war, he traveled around the Midwest, England and Europe to help form aid societies to support former slaves. After 1808, North Carolinian Quakers who continued slave ownership were expelled from their religious communities.

Hinton Rowan Helper (1829-1909)

North Carolinian Hinton Rowan Helper of Rowan County wrote the best-selling non-fictional work, "The Impending Crisis of the South." Published in New York in 1857, it was politically influential in the North and banned in the South. It selectively used census data to compare the South unfavorably with the North.

His work urged class agitation against slavery or, failing that, the violent overthrow of the slave system by poorer whites. Mr. Hinton was both an abolitionist and a white supremacist. He advocated abolition because he felt that the slavery system was a barrier to the economic advancement of poorer whites.

* "Secession Movement" in the 2006 "Encyclopedia of North Carolina"

Behind North Carolina's Delay in Joining the Confederacy:

The State's Elite Supported Slavery - While Many Other North Carolinians Did Not

When South Carolinians fired the first shot of the Civil War at Fort Sumter, they put North Carolina in a difficult position. Eventually, North Carolina would join the Confederacy. On May 20, 1861, delegates to the North Carolina Secession Convention, including William Johnston, voted to join the Confederacy. The facade of their unanimous vote failed to mask one simple fact: North Carolina was among the last states to join.

Jennifer L. Larson (representing "Documenting the American South," an initiative of the University of North Carolina at Chapel Hill) has discussed the work of William Boyd, "North Carolina on the Eve of Secession" (1912). She noted Boyd's conclusion that social structure, intra-state sectionalism, and industrial organization, along with national debates over slavery and states' rights, affected North Carolina's final decision to join the Confederacy: "As the national debate over slavery heated up with the Compromise of 1850, the state's political parties began to factionalize, and North Carolina legislators debated secession. When the 1851 Congressional election's campaign platforms brought the issue to the people, however, pro-secession candidates were defeated soundly. Nevertheless, Boyd labels these candidates 'a strong, active States-rights minority of extremists that survived by feeding off of the state's 'radical spirit,' which until 1861 steadily intensified, manifesting itself in increasing arrests of abolitionists and public violence against Republicans." (Interestingly, some commentators have suggested that, even today, radical interests disproportionately influence our politics, while a more moderate majority passively fails to assert its own interests.)

The state's largest political parties were the Democrats (representing the wealthier plantation families) and the Whigs (representing wealthier progressive business elites and ambitious members of the middle class). Members of both parties would benefit from the continuance of slavery, and so the parties supported delegate candidates who declared to vote accordingly. Thus, the state's pro-Confederate vote was largely determined when the state's two major parties both chose to support pro-slavery, pro-Confederate candidates. Any delegates voting their conscience in opposition, in an atmosphere of war, could have faced serious personal consequences; this explains the vote's "unanimous" outcome.

But if the two major political parties were united in their support of war, North Carolinians as a whole were not. Many indicators revealed this. Though the state lost many men in battle, it also had a serious problem with deserters and often relied on its Home Guard to force individuals to fight. Much of the mountainous region was pro-Union. Some of the state's

religious communities, including sizable Quaker and Lutheran (German-American) communities, morally opposed slavery.

Many North Carolinians of that era, like many Americans in every state, held white supremacy beliefs. Most, however, were not slaveholders and they often considered the Civil War to be "a rich man's war and a poor man's fight." They did not want to sacrifice their own sons so the wealthier class could own slaves.

Charlotte was more supportive of the Confederacy than the piedmont region as a whole. Mecklenburg County held more slaves than many other piedmont counties. Its citizens claimed to have had the first legislative body urging a declaration of independence from England (via the Halifax Resolves). They publicly celebrated this event and considered themselves to have been "first in freedom." They bragged that the British had referred to them as a "hornets' nest" during the Revolutionary War. Like some other Southerners, Charlotteans may have seen the Civil War as a second war for independence, making them more receptive to "states' rights" arguments. This is one possible explanation for Charlotte's enthusiasm for war in a region that was decidedly less enthusiastic.

William Johnston represented Mecklenburg County's Whig Party as a delegate to the Secession Convention of 1861. He voted for the state to secede from the Union and to join the Confederate States. In so doing, he took a considerable risk. From the Union's perspective, he and the other Confederate leaders were guilty of treason. And yet, in William's particular situation, his pro-secession position was unsurprising. Personally, he had much at stake. Most of the Charlotte & South Carolina Railroad was on South Carolinian land. If North Carolina had not seceded, South Carolina would certainly have seized the railroad, and William's fortune would have disappeared.

Fast Forward: William Johnston's Changing Public Roles

In 1885, 20 years after Southerners lost the Civil War, a petition was presented to Charlotte's Board of Commissioners reciting the insufficiencies of schools for African-American children. The following year, Charlotte's Mayor William Johnston presided over the board meetings where decisions were made to build a new school for African-American children. Within 20 years, William had transitioned from defending slavery to allocating public money to educate the children of former slaves.

Old South Career - Civil War (1863 - 1864)

Wartime Use of Slaves to Build the Columbia & Augusta Railroad

William's biographical profiles provided few details regarding his construction of the Columbia & Augusta Railroad (C&ARR) during wartime, but recent scholars have added clarity. Although that project was finished after the war with private funds, it appears that the Confederacy earlier provided many slaves to assist with the project, which was considered a military necessity.

There is ample documentation that William, like other Southern railroad owners, used slaves to construct and maintain railroads before and during the Civil War. During the war, William routinely placed advertisements in Charlotte's newspapers to acquire slaves. Although his family still owned the Oak Grove Plantation on the Catawba River, near Charlotte, the timing suggests that these slaves may have supported William's primary interest at the time: building and maintaining wartime railroads.

Presented at right is an excerpt from "Iron Confederacies: Southern Railways, Klan Violence and the Reconstruction" (UNC Press, 1999). This important book was written by Scott Reynold Nelson, Professor of History at the University of Georgia. Professor Nelson's research, describing how nearly 600 slaves helped to build William's C&ARR, shows a project of enormous scope. (The Confederacy, created to continue slavery, apparently needed slaves to accomplish its goals.) In building the C&ARR, however, William may have been more motivated by self-interest than Confederate zeal. Regardless of the war's outcome, the Columbia to Augusta line he had long sought to build would have been completed.

After the war, we have no knowledge of any association between William and the Klan. And though he and others still held white supremacy beliefs, the Klan is not known to have been active in or near William's hometown of Charlotte during Reconstruction. Professor Nelson found that William's son-in-law, railroad builder and manager Alexander Boyd Andrews of Raleigh, proved more agile than most in working with freedmen: "Andrews had superintended free black workers before the war and, after the war, had made successful postwar contracts with freed people ..." (Page 55). As a respected lawyer and a public figure focused on building a progressive city, it seems unlikely that William would have risked his reputation by associating with an unpredictable terrorist organization.

By Professor Scott Reynolds Nelson:

"The Confederacy's need to reinforce supply lines was most skillfully exploited by William Johnston, the director of the line that connected the North Carolina Railroad to South Carolina. This was the site of the second important gap in the southern railroad system.

Johnston had not been able to extend his line, the Charlotte & Columbia Railroad, south through Georgia in the 1850's, partly because of opposition from the South Carolina Railroad and some Charleston merchants and partly because contractors were slow in finding funding for the project.

As the war progressed and the Confederate army was forced farther south and east, Johnston found an opportunity. The secretary of war had earlier allowed him to personally exempt from fighting up to forty contractors who would apply themselves to building his road to Augusta. Each grading contractor had to own or bring at least 25 slaves to qualify for exemption. By October 1863, Johnston had assembled a force of 40 contractors and nearly 600 slaves to grade and lay track between Columbia and Augusta.

In a letter of 27 December 1864 to the secretary of war, he cannily demonstrated how his interests and those of the Confederacy converged: 'The occupation of Savannah by the Federals as well as Port Royal with a portion of the Savannah River, place the Charleston and Savannah as well as the South Carolina Railroads in their reach ... The urgent necessity of a more interior line has doubtless presented itself to your mind.'

Johnston did not allow the opportunity to go by. He had already lobbied the South Carolina legislature to support his road. "The great desire of this company is now to subserve the military purposes of the Government," Johnston concluded, "and (we) request that the War Department would authorize the detail or exemption while at work of not exceeding sixty contractors and laborers." Johnston also asked for more of the slaves detailed to coast defense, for reduced government rates on transportation of supplies, and for the iron of the Charleston & Savannah, the South Carolina Railroad, and the Union & Spartanburg. After a quick review by the Engineer Bureau, the secretary of war approved the requests." (Pages 41-42)

Related Wartime Express Shipping Service: The Southern Express Company

Professor Nelson continued: "If Johnston showed a peculiar knack for finding associations between his own interstate ambitions and those of the Confederacy, he was not alone. Johnston's railroad was apparently closely tied to the Southern Express Company, a company that charged a premium for fast service, as it transferred its

own specially marked cars over many routes in the South..."

Nelson mentioned that the Southern Express Company gained the confidence of Confederate States President Jefferson Davis and that, in 1862, his government ordered that all government funds were to be transmitted exclusively by the Southern Express.

Old South Career - Old South Ending (1865)

The Fall of Columbia, South Carolina

As the Civil War was nearing its end, General Sherman unleashed the fury of the United States Army on Columbia, South Carolina. On 11-9-1860, South Carolina had declared its intention to secede from the Union. Two months later, South Carolinians fired the Civil War's first shot when they attacked the federal Fort Sumter at Charleston. Four years later, after extensive bloodshed across many states, Sherman's division finally reached Columbia, the capitol city of the state that had started the Southern rebellion. Union soldiers would certainly have felt satisfaction as they wreaked vengeance on that city. Newspapers across the country recognized the symbolic significance of Columbia's fall.

Image (Cropped): "The Burning of Columbia, South Carolina" on 2-17-1865
(Illustration Published in "Harper's Weekly")



William Johnston's Role Supervising Columbia's Rail Evacuation

The following page provides an excerpt of an article regarding Columbia's fall. The article was striking due to its eyewitness perspective and extensive detail.

It stated, "Col. Wm. Johnston, the President of the Charlotte & South Carolina Railroad, had arrived and in person was superintending the active exertions of those connected with his department. A vast amount of rolling stock had been accumulated for the purpose..."

(From the Carolinian of Monday.)

LAST HOURS IN COLUMBIA.

—The evacuation of Columbia not yet having had its history, we gather, to-day, some of the tangled threads of experience that will bear weaving into the fabric of a connected narrative.

Every one present in that city, anterior to the event, is aware that until a late hour, Sherman was not generally expected to appear. Public opinion, fostered by the expressed convictions of officials, had come to regard the movement of the Federal army as one designed to operate principally on Kingville, from which point it was confidently believed it would file off towards Florence, Wilmington, or possibly, Fayetteville, via Cheraw. The fall of Orangeburg, however, and the steady advance of the Yankee column along the State Road leading to the capital, quickly dispelled the illusion. Those with large interest at stake, began to cast about for a place of safety. Officers in charge of Government property telegraphed to Richmond and elsewhere, to their superiors, for instructions. The invariable reply was—"Until further orders, stay where you are." Families began to pack their goods and chattels, and long-headed men to set their houses in order to meet the impending event. Time moved on—so did the enemy. Monday, the 13th, found them pressing back our thin lines within twelve miles of the city.—At every creek, on every hill-side, our brave cavalry, under Hampton, Wheeler and Butler were holding them in check, and our infantry were rendering such support as was practicable, under the circumstances; but it was like an effort to stay an avalanche. The greatly superior number of the Federals afforded them every advantage, and they used it. In town, astonishment soon gave way to excitement. The distant booming of artillery was not to be mistaken.—The enemy were already knocking at the gates.

Orders now began to be issued with some promptness, and men to move with more celerity. Government transportation was called into requisition, and night and day the streets gave back the echo of a thousand wheels. **Col. Wm. Johnston**, the President of the Charlotte and South Carolina Railroad, had arrived, and in person was superintending the active exertions of those connected with his department. A vast amount of rolling stock had been accumulated for the purpose, and train after train, heavily burdened with the supplies of the Government, whirled away, to return and be freighted again. Families congregated at the passenger depot, and there waited for hours to secure seats. Ladies piled themselves among the bacon and salt of box cars. The grain poured, the streets ran mud, and the town looked blue.

On Wednesday, the 14th, the city was placed under martial law. The stores were closed, detailed men, militia, and volunteers assembled under arms, and prepared to go to the front.—The fire Department was ordered out, a patrol, and all ordinary business generally suspended in anticipation of the event near at hand. The enemy were within three miles; the smoke of their camp-fires could be seen from the house-tops, and the sounds of musketry along the skirmish lines, as they rolled back, filled hearts which had never heard the like before, with fearful forebodings. Still the work of evacuation went bravely on. The scenes at the Charlotte depot from brisk had become bustling. The cars and engines from the South Carolina and Greenville Roads having been shifted to the Charlotte depot track, were taking part in the removal.—The platform of the depot was loaded and unloaded during day and night as fast as hands could move, and yet the mass of trunks, boxes and bales seemed never to grow less.

Old South Career Old South Ending (1865)

Wartime Evacuation of Columbia, SC

Reprinted in Raleigh's "Daily Progress" of 3-10-1865

Be it said to the credit of the officers of the roads and the officers of the Government, amid all this apparent confusion, perfect order prevailed.

It has been the fortune of the writer of these lines to have been in several cities in process of evacuation, and in none of these instances was there observed more coolness, system and regularity than marked the present occasion. Thirteen hundred prisoners were to be suddenly moved. In two hours Capt. Sharp, the Chief of Transportation, had the cars ready for the purpose. Six hundred (more or less) ladies of the Treasury Department, with beaux, bags and baggage required passage for Charlotte "by order of the Government." The scene of packing in some of its aspects, was worthy of the pen of a painter, but we cannot linger. In a few hours, Capt. Sharp had them in transports in a double sense; and all the while the work of shipping valual les thus went on.

On Wednesday evening it became evident that the end was not far distant. Our troops had begun to drop back to the limits of the town, and three or four shells had lodged within its precincts. The bridges over the Congaree were in flames; army wagon trains, with their attendant shouts, curses, and cracking of whips began to move rearwards through the city; and amid the ringing of fire bells, the hurried tramp of men, the fright of women, the hasty packing here, and sad farewell there, the scene after night fall was as nearly like an incipient Pandemonium as we trust Providence will ever permit us to witness.

From "The Charlotte Democrat" of 5-3-1878

"The Last Days of the Confederacy."

Under the above heading a correspondent of the Norfolk (Va.) Ledger makes some interesting statements concerning the close of the war as witnessed at Charlotte, N. C., in the Spring of 1865, a portion of which (the most important part) we copy for the purpose of making two or three important corrections. Speaking of President Davis' speech at Charlotte while on his retreat Southward, the correspondent says:

"As the writer has never seen in print a true account of that memorable speech, probably as a matter of history it would not be uninteresting. The exact date at which it was delivered, the writer fails to remember, but it was probably about the 17th or 18th of April, 1865. The scene and circumstances, however, are indelibly impressed upon his memory. As before stated, Mr Davis was the guest of Bates, who was unmarried, and who occupied a small frame house on Tryon Street, about a hundred yards from the Express Office, and next door to Col. William Johnston, President of the South Carolina Railroad. It was late in the afternoon, probably about half past 6 o'clock, when detachments of Vaughan's and Duke's cavalry commands, as well as numerous soldiers and citizens appeared at Bates' house and called for a speech from Mr Davis. In response to the call, a few minutes thereafter that gentleman appeared in the open door, which was reached by three steps from the ground, there being no porch, and began to address the assemblage, there being several officers in the passage behind him, and one at his side. He commenced by saying that he was pleased to see such fine commands as those before him, (they being splendidly mounted,) and that although the clouds which overspread the South looked dark and threatening, that all was not lost. He alluded to the fall of Richmond and stated that the war could still be carried on with a prospect of success, for the reason that the armies could operate with more success in the interior of the country against the enemy, who would necessarily be far away from their base of supplies; but that as a last resort the struggle could be continued in the trans-Mississippi department. During the delivery of his address a telegram was handed to him, which he opened and handed to an officer, whom, it was stated at the time, was Capt.

Breckenridge, son of John C. Breckenridge. The telegram contained the announcement of the assassination of Mr Lincoln, and was read to the crowd by the officer above alluded to. A portion of the crowd cheered, but the larger part remained silent. Mr Davis continued his speech without alluding in any manner to the death of Mr Lincoln.

The events which soon followed the delivery of this speech—the surrender of Johnston's army, flight of Mr Davis and his cabinet, and the collapse of the Confederacy—are matters of history. The news of the general wreck of the Confederacy, coupled with the fact that there were large quantities of government stores in Charlotte caused the country people for a distance of fifty miles around, to flock into the town, and on Saturday morning, the exact date it is impossible to state, the various government buildings were broken into and their valuable contents appropriated by the mob. On that day the exodus of strangers commenced, and in a short time the town was silent and almost deserted—the war had ended, and all the bright visions of the future glory of the Confederacy, which had struggled so hard for its place among the nations of the earth, were buried in the grave of disappointed hopes."

We were present on the occasion mentioned and recollect distinctly what transpired. The first error in the statement is, that Capt. Breckenridge read the dispatch to the crowd stating that President Lincoln had been assassinated. We saw the dispatch handed to Mr Davis; after he had read it, he handed it to Col. Wm. Johnston of Charlotte, who read it aloud to the persons there assembled.

The second error is, that the crowd cheered. There was no cheering when the dispatch was read, but all looked sad, and seemed to feel sad as if a new calamity had overtaken the South, for a large majority of the audience felt that the Confederacy was dead, and that Mr Davis' talk about fleeing to the mountains or beyond the Mississippi River, was like sounding brass and a tinkling symbol. The announcement of Lincoln's assassination was soon repeated to the crowd gathered at the Public Square in front of the corner Drug Store (Irwin's building),

William Johnston Witnesses An Historic Event

For many years after Pres. Lincoln's assassination, Americans continued to reminisce about the occasion when Confederate Pres. Jefferson Davis, while in Charlotte, heard of Lincoln's demise. Davis was speaking to a crowd with William Johnston when they received the news. Differing interpretations of Davis' response to the news led to an investigation and William cooperated: "Col. Johnston volunteered, when Pres. Davis was under arraignment by the government, to go to New York and furnish the facts to Davis' counsel." ("The History of Mecklenburg County: From 1740 to 1900" by J.B. Alexander, M.D.; Observer Printing; Charlotte; 1902)

when some one, or probably two men, exclaimed "hurrah." About six months afterwards we were told by a "Union man" that the man who hurrahed at the Public Square was a Federal spy from Stoneman's command then in Gaston and Lincoln counties.

But the most important error in the statement is, that the people for fifty miles around Charlotte flocked to town and broke into the Government buildings and appropriated their contents. We positively deny that statement. The country people did not "flock" to town—most of them were afraid to leave home. We do not think any building was entered by force; certainly not by citizens of town or surrounding country; and neither was any goods "appropriated by the mob." There was no "mob." The only difficulty that we saw or heard of was between the cavalry commands of Cols. Duke and Vaughn. They quarreled about the distribution of some Army cloth that was stored in a building of Mr S. M. Howell, opposite the Market House; and at one time it was feared there would be a serious conflict, as both commands were drawn up in Trade Street in a menacing attitude towards each other.

We notice the matter for the purpose of vindicating the good character of our "home people" in trying times, and for the "truth of history."

Mr. Davis' Letter to Col. Johnston.

BEAUVOIR, HARRISON CO., Miss.,
26th March, 1882. }

COL. WM. JOHNSTON:

DEAR SIR—I have very recently seen two copies of the Charlotte Democrat of the respective dates, June 17 and July 22, 1881, in which you are referred to, to sustain the allegation that there was any cheering when you read the dispatch announcing President Lincoln's assassination. Let me request you to read on p. 683, Vol. II., of the "Rise and Fall of the Confederacy" what I have written in that connection and tell me whether it does or does not agree with your recollection of what occurred. A sensational report had been published which represented me as reading the dispatch with exultation and that it was received with vociferous cheering. I sought to correct that false statement, as you will see. It may be that the writer who accuses me of error was present on that occasion, and did not hear the few cheers which were given, but whether he did or not, there were cheers, not many nor prolonged. It would have been strange, indeed, if men with the dust and stain of battle upon them, and recent witnesses of the cruelty and devastation with which the most ruthless war of modern time was waged against our people, should have felt sorrow only at the death of him who guided the movements of our enemies.

A few who knew A. Johnson may have felt that in his succession we were exchanging bad for worse, and many may have felt repugnance at assassination as a means to effect any good. Beyond this, I do not believe the true men of the Old North State could have been mourners, as those who write from the standpoint of to-day might wish us to believe.

The story that Mr. Bates, to whose house I had been assigned, had gone in a carriage to meet me at the railroad depot, is not a little surprising, as he was an agent of the express company, and the railroad was not then in operation. At least such is my recollection of the condition of the road, and the fact is indisputable that I was not traveling upon it.

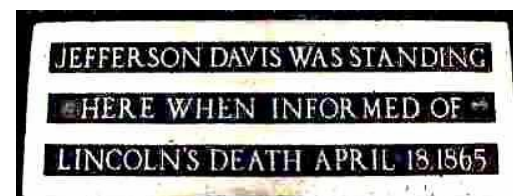
I have used great care in my efforts to be entirely accurate in regard to every event noticed by me. When I have had to rely upon information communicated by others, I may have committed errors, but when I wrote of what I saw, I defy contradiction. It is, my dear sir, a fact not very pleasant to mention and to which I do not allude in a temper of complaint, but the fact is that the few corrections I have received in a spirit of kindness and courtesy have been from Northern men. In cases of wrong date and one of a wrong name, our own people, in whose defence I wrote, have furnished the only instances of unjust, if not unfriendly, criticism. A New York correspondent of the Democrat (see number of July 22d, 1888,) advises me in future editions of my book to correct what is assumed to be an error, but which I know to be the exact truth.

I remain very truly your friend,
JEFFERSON DAVIS.

This letter, written to William in 1882 by Jefferson Davis, former president of the Confederate States, was reprinted in the "Charlotte Observer" of 1-20-1895. Regarding Lincoln's assassination, he wrote, "I do not believe the true men of the Old North State could have been mourners, as those who write from the standpoint of today would have us believe." Perhaps if Mr. Davis had read many of the North Carolinian newspapers of 1865, he would have known how unpopular he and the war had become to many. Mr. Davis' memoirs, referenced here, had disappointing sales during his own lifetime. In contrast, Abraham Lincoln continues to rank among America's most respected presidents, as ranked in polls of the public and historians.

When writing this public letter, seventeen years after the war's end, perhaps Mr. Davis was still irritated with William Johnston's wartime refusal to serve in his administration. "The Confederate" (Raleigh) of 2-15-1865:

DECLINED.—We learn that the office of Commissary-General of the Confederate States was tendered to Col. Wm. Johnston of this place. Mr. Johnston declined the position.—*Western Democrat.*



This brass plaque marks the spot at South Tryon and 4th Streets, in Charlotte, where Jefferson Davis received the news that his counterpart in the Union had been assassinated shortly after the Union's victory.

Chapter 4: **New South Railroad Career (1865 - 1872)**

Charlotteans' Wartime Experience

During the war, no major battles occurred in Charlotte or Mecklenburg County. As a railroad center, however, it was an important manufacturing and distribution center for the Confederacy.

In "The Civil War in Charlotte - Mecklenburg," Dr. Dan L. Morrill, of the University of North Carolina at Charlotte, described a major wartime event: "The biggest calamity that occurred in Charlotte during the Civil War was the destruction by accidental fire in January 1865 of the Confederate storage warehouses and depots and platforms of the North Carolina Railroad and the Charlotte & South Carolina Railroad ... This terrible conflagration must have pained the people of Charlotte - Mecklenburg, because they were experiencing firsthand the deprivations caused by the lack of essential commodities. Charlotte also received many visiting wounded soldiers and deserters, causing anxiety among the residents."

There are conflicting accounts of how the war ended in Charlotte. In later reflections, local news articles minimized reports of post-war chaos and looting. But Dr. Morrill has described a more chaotic scene:

"The Charlotte and South Carolina had much of its infrastructure destroyed. As civil authority collapsed, looters began moving unmolested through the streets of Charlotte, smashing storefronts and stealing whatever they could find. Drunks staggered from one street corner to another, oblivious to the throngs of anguished soldiers who were lying virtually unattended in makeshift hospitals all over town. Town leaders welcomed union troops who took control of Charlotte without a struggle in May 1865."

Charlotte's awful end-of-war scenario paled in comparison to the other terminus of William's railroad. Much of Columbia, SC, was lost to fire during the invasion of Sherman's troops, as William personally supervised the rail evacuation of that city.

Irrecoverable Losses

North Carolinians' reluctance to join the Confederacy was prophetic. Between 33,000 and 35,000 of the state's troops died in battle, of wounds, or of disease. Countless others would bear disabilities for the remainder of their lives. Families everywhere grieved the loss of loved ones - losses beyond recovery.

Charlotte's Reconstruction

William Johnston set about the business of rebuilding railroads. A webpage of the Charlotte Mecklenburg Historic Landmarks entitled "Reconstruction in Charlotte Mecklenburg 1865-67," described the war's aftermath:

"On the whole, Reconstruction in Charlotte Mecklenburg was much milder than in many parts of the South ... Because it was a railroad hub, the city grew rapidly between 1860 and 1870, nearly doubling in population from 2300 to 4500. Business in Charlotte boomed after the war, although Mecklenburg planters did not fare as well. In general, black - white relations were relatively good, with few racial incidents in the early years of emancipation ... Many Mecklenburg slaves, upon hearing of their freedom, left their masters and congregated in town. Most freedman didn't feel free until they left the plantation. In addition, they felt safer in town with the Freedmen's Bureau and federal forces nearby to protect their rights."

Railroads had pulled Charlotte out of poverty in the 1850's. In the aftermath of war, they would do so again.

U.S. President Andrew Johnson Pardoned William Johnston

Following the assassination of Pres. Abraham Lincoln, many Southerners feared that President Andrew Johnson would deal harshly with Southerners during the Reconstruction. Johnson had strongly supported the Union. In fact, he was the only senator from a Confederate state who had not resigned during secession.

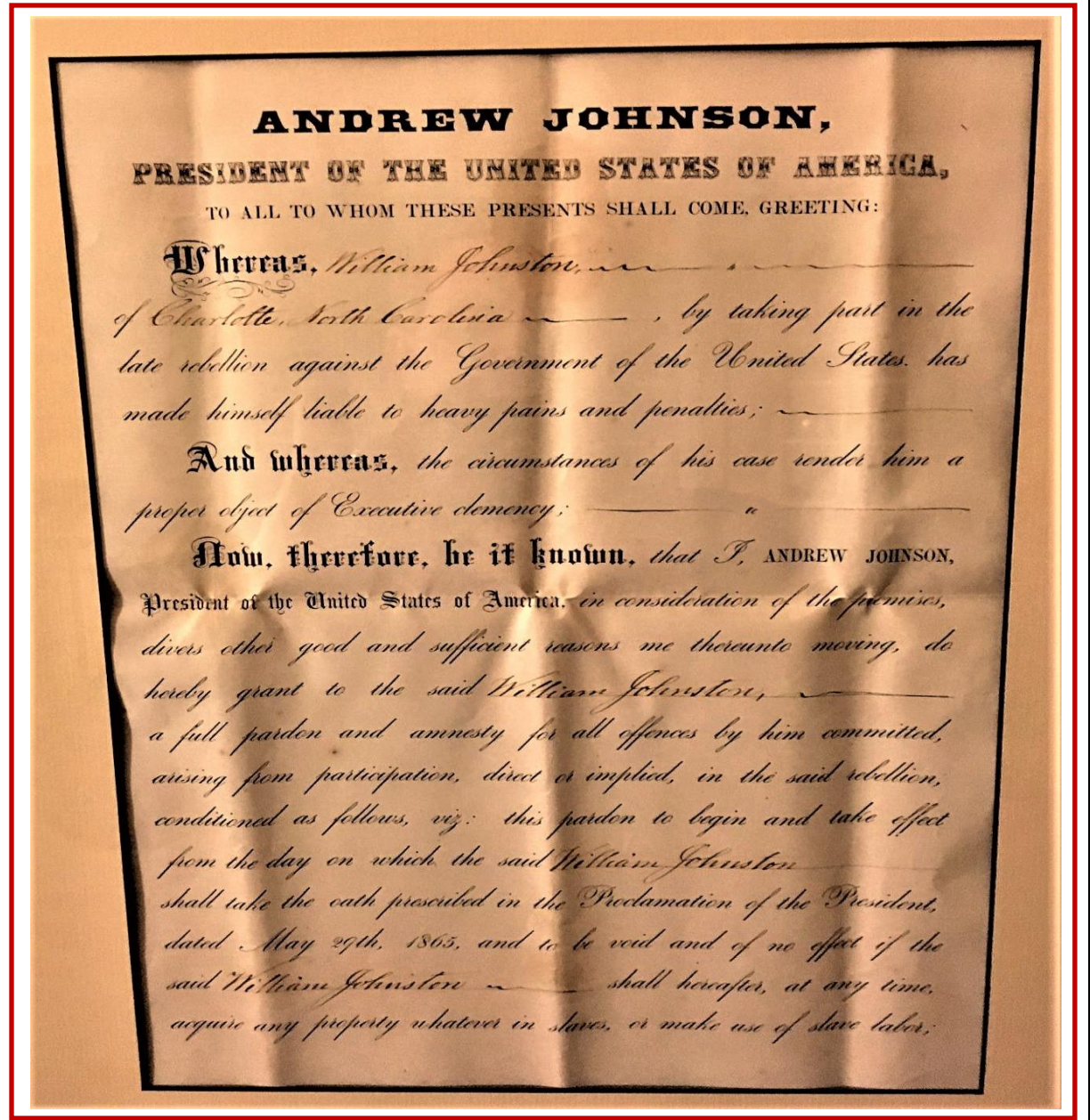
Johnson had led an interesting life. Born poor in Raleigh, NC, he had never attended school. He apprenticed as a tailor and moved to Tennessee, where he served as Mayor of Greeneville. He later served in the Tennessee House and Senate, as Governor, and in the U.S. House and Senate. He was then chosen as Abraham Lincoln's running mate.

As it turned out, Southern leaders had little to fear from Johnson. He opposed the 14th Amendment, which gave citizenship to former slaves. He infuriated the Republican Congress by creating policies that allowed former Southern leaders to return to office and create discriminatory "black codes." For such policies, Johnson was impeached by the U.S. House of Representatives and narrowly avoided removal by the Senate.

As part of his reconciliation with the Southern states, Pres. Johnson issued pardons selectively for some participants in the Southern rebellion. Of 12, 652 pardons issued, North Carolinians received 482 – with one issued to William Johnston.

This pardon was helpful, and perhaps necessary, for William to succeed with his post-war ambitions: consolidating an interstate railroad and co-chartering a national bank.

A copy of William's official pardon, shown at right, is now in the possession of Robertson - Johnston descendants. Pres. Johnson pardoned the man who had helped to lead North Carolina's secession effort and who had served as the state's Confederate Commissary General. With that pardon in hand, effective May 29, 1865, William was positioned to begin a formidable task: rebuilding his railroad network in an impoverished region.



New South Regional Railroad Career - Reconstruction

3rd Railroad Construction Project Completed (1865 - 1866):

Rebuilt the Charlotte & South Carolina Railroad

Extensive Wartime Damage to the Charlotte & South Carolina Railroad

Historian Max R. Williams described the devastation suffered by William's railroads and the surrounding region: "In February 1865, William T. Sherman's advancing armies destroyed 60 of the 110 miles of track belonging to the Columbia & South Carolina. Bridges, depots, shops, and rolling stock as well as about one thousand bales of company cotton were burned or confiscated. Johnston succeeded in saving an additional one thousand bales of cotton, which was the company's only tangible asset." ("William Johnston," NCPedia, UNC Press; 1988)

Impressive Reconstruction of the C&SCRR and Connecting Lines

Another source described William's impressive reconstruction efforts: "After the war the line had to be totally rebuilt in 1865, but the Charlotte & South Carolina Railroad Co. was nevertheless able to extend generous aid during the reconstruction period to connecting lines, such as the Atlantic, Tennessee & Ohio Railroad, in which the Charlotte & South Carolina became a large stockholder, the Kings Mountain Railroad Co., which was engaged in the construction

of the narrow-gauge line from Chester, S.C., which was afterwards operated by the Charlotte, Columbia & Augusta under the name of Chester & Lenoir Railroad, and finally to the Columbia and Augusta Railroad, which it ended by absorbing."

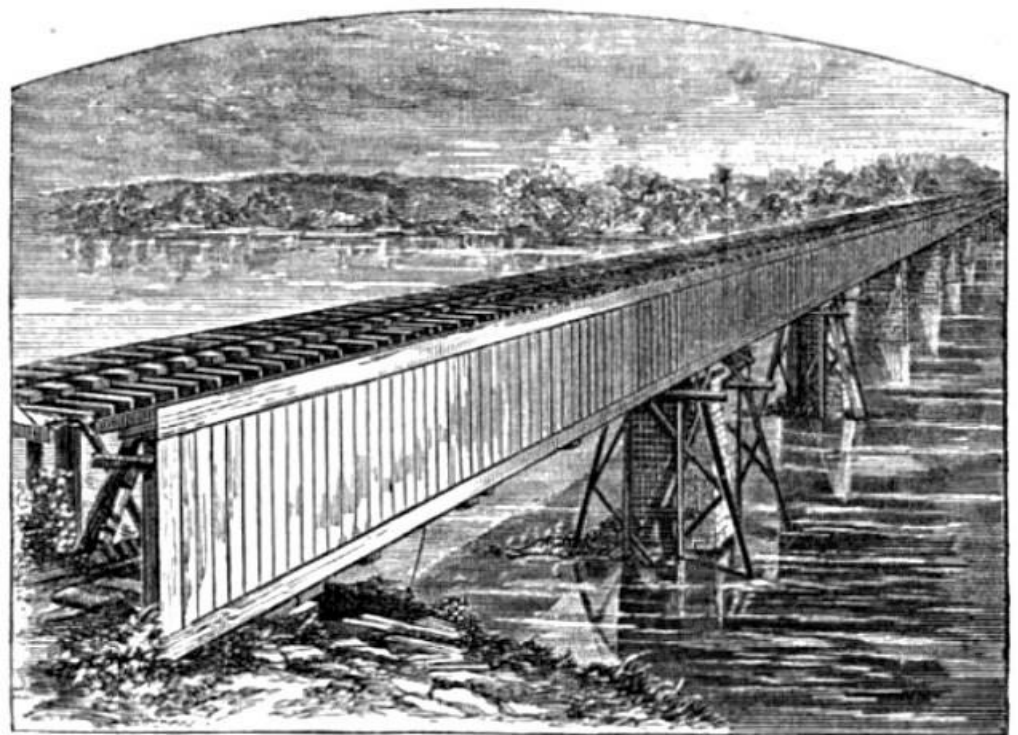
("History of the Legal Development of the Railroad System of the Southern Railway Company," Washington, DC, 1901)

CHARLOTTE AND S. C. R. R.—The *Charlotte Times* learns from Col. Wm. Johnston, the President of this Road, that the work of rebuilding is in rapid process of completion. The bridge across the Catawba will be ready for the trains to pass over by the 10th of May, and the entire track re-laid to Columbia—thus making the connection with Charleston perfect.

It justly adds: "Col. Johnston is probably one of the very best Railroad Presidents in the country, and to his efforts, intelligently directed, is due the excellent financial condition of this road, and its rapid and satisfactory reconstruction."

Lower Left
"Raleigh Sentinel" of 3-26-1866

Lower Right:
Catawba River Railroad Trestle of the C&SCRR
The "Stonesman Gazette" has provided this caption: "Catawba River trestle, from Lossing's Pictorial History of the Civil War. The paneling enclosed the wooden truss work that strengthened the bridge, and the trains ran on top." The bridge was described as being 1100 feet in length and resting on ten stone pillars. It was completely burned by Union troops in 1865 and was rebuilt in 1866, after the war ended.



New South Regional Railroad Career - Reconstruction

4th Railroad Construction Project Completed (1866 - 1871): Rebuilt the Atlantic, Tennessee & Ohio Railroad (From Charlotte to Statesville, NC)

The initial construction of the Atlantic, Tennessee and Ohio Railroad (AT&ORR) segment between Charlotte and Statesville had been completed by William and others shortly before the Civil War, but during the war, the railroad was dismantled so its parts could be used elsewhere by the Confederacy. This article shows that William, as the railroad's president, led the reconstruction effort, which was completed by 1871. The AT&ORR served the important market towns of Charlotte and Statesville, as well

Davidson College. It also facilitated the development of Mooresville as a textile center. During the 30 years period between 1880 and 1910, Mooresville's population increased from 508 to 3400. Local news articles show that William was still chairing AT&ORR stockholder meetings as late as 1893. Over 38 years, he had led the railroad's construction and reconstruction, and had integrated its operations with the Charlotte, Columbia and Augusta Railroad. After 1894, the line continued as part of the Southern Railway.

From the Statesville American.

ATLANTIC, TENN. & O. RAILROAD.

Pursuant to an announcement heretofore made the citizens of Statesville and Iredell county assembled in the Courthouse on Wednesday, Oct. 17, for the purpose of considering the reconstruction of the Atlantic, Tennessee & Ohio Railroad.

On motion of Col. S A Sharpe, Wilfred Turner, Esq., was called to the Chair, and Messrs John A Allison and Fred H Pendleton appointed Secretaries.

Col. Wm Johnston, the President of the Road, was called upon to explain the object of the meeting. The Colonel proceeded in an elaborate manner to impress upon his hearers the vast benefits which would accrue to this section of the State in increasing the value of the property of its citizens and furnishing a natural outlet for the transportation of its products to the nearest seaboard cities. Besides this he

stated that this line would to a great extent be the cause of making Statesville a market town of considerable importance, coming in competition with Salisbury and Charlotte. He then proceeded to give a statement of the condition of the Company with regard to what was coming

to the Road from other Roads for the iron used during the war in keeping those Roads in running order, and that above the indebtedness of the Road there was a balance in favor of the Company of \$113,000. He estimated the cost of rebuilding the Road at about \$75,000, which he thought would be a sufficient sum and could be easily raised by individual subscription, and urged an active co-operation of all parties interested in this improvement of such vital importance to this section.

Further remarks were made by Messrs Allison and Armfield.

The following resolution was adopted:

Resolved, That it is the sense of this meeting that the Atlantic, Tennessee and Ohio Railroad should be rebuilt, and that we will do our duty

Left:

Reprinted in the "Charlotte Democrat" of 10-30-1866

From the "Charlotte Observer":

A., T. & O. Railroad.



SUPERINTENDENT'S OFFICE.
Charlotte, N. C., April 8, 1870.

ON and after Monday, April 10th, the following Schedule will be run over this road:

GOING NORTH.

Leave Charlotte,	6 30 a. m.
" D. College,	8 20 "
" Mooresville,	8 58 "
Arrive Statesville,	10 00 "

GOING SOUTH.

Leave Statesville,	2 50 p. m.
" Mooresville,	3 57 "
" D. College,	4 35 "
Arrive Charlotte,	6 50 "

New South Regional Railroad Career - Consolidation

Major Railroad Accomplishment (1869 - 1872):

Consolidation of the Charlotte & South Carolina Railroad and the Columbia & Augusta Railroad into the New Charlotte, Columbia & Augusta Railroad

C. & S. C. AND COLUMBIA & AUGUSTA RAILROAD COMPANIES.



Southern Railroad Convention.
A convention of the Presidents and Superintendents of the railroad and steamboat lines between Baltimore and New Orleans, was held in Richmond, Va., on the 16th instant, and Col. Wm. Johnston, President of the Charlotte and South Carolina Railroad, was called to the chair. The chairman stated the object of the meeting to be to form schedules of time and through tickets, with the view of making connections between all the Southern roads, in consideration of the completion of the Catawba bridge, on the Charlotte and South Carolina Road, and the completion of all the roads throughout the Southern States. 1,844 miles of railroad were represented. Committees on schedules and through tickets were appointed, and it is thought that these matters will be satisfactorily arranged in a short time.

Overcoming Resistance and Legal Battles to Consolidate

After rebuilding the Charlotte & South Carolina Railroad after the war, and completing the initial construction of the Columbia & Augusta Railroad that had begun during the war, William wanted to join the two into one continuous line. He met with local officials in Charleston, SC. Wilmington newspaper editorials responded bitterly to those meetings because they wanted Wilmington to be Charlotte's primary seaport. They accused William of disloyalty to his own state. That criticism was blunted by the fact that the C&SCRR had obtained private rather than state funding over the years (including funds from South Carolinian investors) and by the fact that most of the C&SCRR trackage was on South Carolinian land.

City officials of Columbia, SC, resisted William's proposed consolidation since their city benefitted financially from the layovers created by having two separate railroad terminals.

The powerful South Carolina Railroad resisted, since they had, up to that point, monopolized rail service between Columbia and Augusta.

But aside from being a railroad president, William was also a competent attorney and he triumphed in five lawsuits. He negotiated with three cities and three state legislatures to mitigate their concerns. Finally, he was in a position to move forward. He placed announcements in the newspapers of Charlotte, Columbia and Augusta, summoning stockholders to a Consolidation Convention to be held in Columbia on 7-7-1869.

Upper Left:

"Yorkville Enquirer" (York, SC) of 7-22-1869 (Reflects an Earlier Name)

Lower Left:

"Daily Phoenix" (Columbia, SC) of 5-19-1866

Lower Railroad Ticket:

(Also Accepted as Local Currency; Reflects a Later Name)



Creating the Charlotte, Columbia & Augusta Railroad: The Consolidation Convention (Columbia's "Daily Phoenix" of 7-11-1869)

[OFFICIAL.]
Proceedings of the Meetings of the Co-
lumbia and Augusta and Charlotte
and South Carolina Railroad Compa-
nies, and of the Consolidated Company.
COLUMBIA AND AUGUSTA R. R.
FIRST DAY.
COLUMBIA, July 7, 1869.

According to a call of the President of the Columbia and Augusta Railroad Company, the stockholders met this afternoon, at the Nickerson House.

On motion of Col. Wm. Johnston the Hon. J. H. Wilson, of North Carolina, was called to the Chair, and Messrs. Henry A. Meetz and Thomas E. Gregg appointed Secretaries.

On motion, General John A. Young, Mr. John J. Cohen and Dr. John Fisher were appointed a Committee to Verify Proxies.

After a short absence, Mr. Cohen, from said committee, reported that 24,857 shares were represented in person and by proxy.

The meeting proceeded to business.

Mr. John J. Cohen, in behalf of Mr. H. F. Russel, the Chairman of the Committee on the part of the Columbia and Augusta Railroad upon the consolidation of the road with the Charlotte and South Carolina Railroad, submitted the following report:

The Committee appointed on behalf of the Columbia and Augusta Railroad Company to meet a similar Committee on the part of the Charlotte and South Carolina Railroad Company for the purpose of arranging the terms of consolidation of these two companies into one and the same body corporate, under the name of the Charlotte, Columbia and Augusta Railroad Company, ask leave respectfully to report:

That, in accordance with the terms and spirit of their appointment, your Committee met in joint conference with the Committee on the part of the Charlotte and South Carolina Railroad Company, at the city of Augusta, on the 27th day of May last; and after a full, free and harmonious interchange of views and opinions between them, wherein was fully discussed all matters pertaining to the value of the property of the two companies, their respective assets and liabilities, and the comparative and relative value of the stock of the two companies, but more particularly the terms and conditions on which the consolidation of the two companies should take place, the joint committee unanimously recommended the adoption of the following resolution, to wit:

This page and the following page provide a glimpse of the official minutes of the first day of the Consolidation Convention. Each day, such transcriptions were published in Columbia's newspapers. These were surely among the most memorable days of William's life as he sought to successfully conclude a long-term personal goal.

Resolved, unanimously, by the Committee appointed by the Charlotte and South Carolina Railroad Company and by the Committee appointed by the Columbia and Augusta Railroad Company, that we recommend the consolidation of the two companies, and upon the following terms, to wit: Each share of stock in the Charlotte and South Carolina Railroad Company shall be converted into a share in the consolidated company; and every four and one-half shares of stock in the Columbia and Augusta Railroad Company shall be converted into a share in the consolidated company; and where, in the last named apportionment, fractions of a share may result, the owners thereof may, at their option, complete the unit, by paying for the necessary additional shares of Columbia and Augusta Railroad stock, at the rate of \$12.50 per share; or they may receive pay for their surplus shares at the same rate.

Mr. James G. Gibbs offered the following resolutions as a substitute for the report of the committee:

Creating the Charlotte, Columbia & Augusta Railroad: The Consolidation Convention (Columbia's "Daily Phoenix" of 7-11-1869)

Resolved, That the stock of the Charlotte and South Carolina Railroad and that of the Columbia and Augusta Railroad be consolidated, and that the two companies be united under the name of the Charlotte, Columbia and Augusta Railroad, and that new certificates of stock be issued to the stockholders on a basis of four shares of the Columbia and Augusta being equal to one share of the Charlotte; and that when fractions of shares occur, the holder shall have the option of either selling his stock to the company, at fifty cents on the dollar, or of paying at that rate to make a full share.

Resolved, That a due regard and respect for the interests of Columbia, the present terminal point of the two roads, render it necessary to guarantee that on all tariffs of freight and schedules no unfair or unjust discrimination shall be used to the prejudice of Columbia and her interests.

Which were forcibly advocated by the mover, Gen. Hampton and Col. A. C. Haskell; and opposed by Col. Johnston, Major James H. Rion, Col. F. W. McMaster and Paul Quantelbaum.

Hon. John McKennie, Mayor of the city of Columbia, submitted the following protest:

Whereas, in the opinion of the City Council of Columbia, the interests of this city will be best promoted by continuing the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company as separate corporations; and, whereas, the ob-

ject of the City Council of Columbia, and the citizens thereof, in subscribing to these corporations, was to promote the interests of this city and the trade thereof; therefore, be it

Resolved, That while the City Council of Columbia believe their interests will be best promoted by these railroad companies remaining as separate corporations, this Council will agree to the consolidation of the two roads above named, on condition that no discrimination shall be made against Columbia; and that the following conditions shall be agreed on as a part of the contract of consolidation: First, that Columbia shall be guaranteed the lowest through rates for freight and passage, which shall exist, for the time being, to Charlotte or to Augusta, or between Charlotte and Augusta, or Augusta and Charlotte to any other point; these rates to be pro rata from either terminus of the road, according to their distance from Columbia; second, that no discrimination in local freights and passage shall be made against Columbia from any point on the line of road, which will have the effect of driving the trade of any section of country to Charlotte, or to Augusta and from Columbia; and that for the same distance of transporting freight or passengers, the cities of Augusta, Columbia and Charlotte shall, in every particular, be placed on an equal footing; third, the interests of Columbia will be promoted by the extension and building of other railroads to this city; and in the

event of any road being completed to this point, they shall be guaranteed a connection with the Columbia and Augusta Railroad and the Charlotte and South Carolina Railroad on an equal basis of charges for through freights and passage which shall be charged by the consolidated road, or which may be granted to any other road connecting with it.

Major Rion moved to lay the first resolution on the table. A stock vote was taken, and resulted as follows: Yeas 7,229—Nays 3,229—a majority of 4,269. So the resolution was laid upon the table.

The second resolution was then withdrawn for the present.

A stock vote was then taken on the report of the Committee on Consolidation, and resulted as follows: Yeas 10,163. Nays 1,437—majority 8,726. So the report was adopted.

Mr. Johnston then called up the second resolution offered by Mr. Gibbs; which was put to vote and adopted.

The meeting then adjourned until to-morrow, at 9 o'clock.

A priority of the Convention's first day was to resolve the concerns of the City Council of Columbia. The Council maintained that Columbia's interests were best served without consolidation, but it agreed to cooperate after concessions were agreed upon.

New South Regional Railroad Career - Consolidation

Here are several of many news items that announced the consolidation nationally. The one from New York anticipated why the consolidated line would become so profitable: **"This must now become the through line of travel and freight from the Gulf States, and the great Northern artery of travel."**

Closer to home, the York, SC, article alluded to the many complexities of coordinating with other lines.

South Carolina Railroad Consolidation.

COLUMBIA, July 8.—The Charlotte and South Carolina and Columbia and Augusta railroads were this day consolidated under the title of Charlotte, Columbia and Augusta Railway Company. This arrangement makes a continuous line from Charlotte to Augusta, of 195 miles, and shortens the distance between New York and Augusta sixty miles.

Upper: "Baltimore Sun" (MD) of 7-9-1869

Lower: "Richmond Dispatch" (VA) of 7-10-1869

SOUTH CAROLINA RAILROAD CONSOLIDATION.—Columbia, July 8.—The Charlotte and South Carolina and Columbia and Augusta railroads were this day consolidated under the title of Charlotte, Columbia and Augusta Railway Company. This arrangement makes a continuous line from Charlotte to Augusta, 195 miles, and shortens the distance between New York and Augusta sixty miles.

Creating the Charlotte, Columbia & Augusta Railroad: New Trunk Line Announced Nationally

"Yorkville Enquirer" (York, SC) of 7-22-1869:

Railroad Convention in Columbia.

— A meeting of the Presidents and Superintendents of various railroads in the Southern States was held in Columbia last week. Col. Wm. Johnston, President of the Charlotte, Columbia and Augusta Railroad, was called to the chair. The object of the meeting was stated to be to arrange a schedule to meet the various opposing lines from New Orleans and Mobile to points North, and, as far as possible, to harmonize their conflicting interests. Committees were appointed to arrange schedules, to determine upon passenger rates, to frame resolutions relative to the Pacific Railroad and to protect growers and shippers of vegetables from Southern ports to Northern markets against fraud.

Owing to the absence of representatives from roads between Montgomery and Mobile, no schedule could be agreed upon. The other objects in view were all more or less accomplished. A report on passenger rates was adopted. Also resolutions favorable to reduced rates for immigrants and land buyers. Two hundred copies of the official proceedings were ordered to be printed, for distribution among the roads represented.

"Buffalo Commercial" (NY) of 7-20-1869:

Consolidation in South Carolina

A correspondent of the *New York Times*, writing from South Carolina, speaks of the consolidation of the Columbia and Augusta and the Columbia and Charlotte railroads, thus uniting August, Ga., with Charlotte, N.C., by one continuous line of road. He says this must now become the through line of travel and freight from the Gulf States, and the great Northern artery of travel.

It will operate in a slight degree, and temporarily, to the disadvantage of Columbia, which becomes only a station, whereas it had been a terminus of two roads; but the advantage to trade and travel in general must be considerable.

It shortens the present time across the State, from Augusta to Charlotte, in distance 60 miles, and several hours in time, because there is no lying over in Columbia, as there might always be, and frequently was, while the roads were under two managements. This advantage will hold until the Air-line Railroad, connecting Atlanta and Charlotte, be built; but that cannot be expected for a couple of years yet. The surveying is in progress on this Air-line Road, and the project is complete, but abundant capital to put the work through at once seems to be wanting.

New South Regional Railroad Career - Consolidation

William had gradually assembled the pieces necessary to create one of the north-south trunk lines of the Eastern United States. It had all started before the war, when he assumed the presidency of the Charlotte & South Carolina Road and made that struggling line profitable. He extended that line northward by building the Atlantic, Tennessee & Ohio Railroad to Davidson College and Statesville. After rebuilding both of these railroads after the war, he extended his network southward by finishing the initial construction of the Columbia & Augusta Railroad. Then, after winning five lawsuits, he was able to consolidate his lines. The final product of his efforts was a 195-mile trunk line which expedited travel and shipping between New York City and the deep South. The following Southern Railway summary will show the many legal milestones which led to the creation of Charlotte, Columbia & Augusta Railroad and its associated lines.

III.

The Charlotte, Columbia and Augusta Railroad Company.

(a) Consolidation. 1869-1872.

The Charlotte and South Carolina Railroad Company being, as has been shown, the majority stockholder in the Columbia and Augusta Railroad Company, and the interests of the two companies being the same, a proposition was set on foot in 1868 for a consolidation of the two companies. To this end authority was obtained from the States of Georgia, South Carolina and North Carolina in three acts, each of which was entitled :

"An Act to authorize the consolidation of the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company and amending the charters thereof."

In Georgia, approved February 20, 1869. Georgia Laws 1869, No. 139, p. 154.

In South Carolina, passed March 19, 1869. XIV Statutes of South Carolina, No. 150, p. 232.

In North Carolina, ratified April 12, 1869. Laws of North Carolina 1868-69, ch. 248, p. 598.

and all of which provided

"That the Charlotte and South Carolina Railroad Company and the Columbia and Augusta Railroad Company shall upon the consent of the stockholders of each company be consolidated and form one and the same body corporate under the name of the *Charlotte, Columbia and Augusta*

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901- Public Domain)

"Railroad Company, possessing all the rights, powers, privileges, immunities and franchises conferred upon said companies by the several Acts heretofore passed and now in force incorporating said companies and amending the charters thereof."

and furthermore that the consolidated company should be governed by a Board of Directors, four of which should be selected from the North Carolina stockholders and four from the Georgia stockholders. So far as Georgia was concerned, this act was later amended by an Act approved March 2, 1874 (Georgia Laws 1874, No. 233, p. 298), which provided that the four Georgia directors should be elected by the Georgia stockholders in separate convention assembled.

In pursuance of this legislation the consolidation was effected, as follows :

COLUMBIA AND AUGUSTA RAILROAD COMPANY WITH CHARLOTTE AND SOUTH CAROLINA RAILROAD COMPANY.	} CONSOLIDATED AGREEMENT. Dated July 8, 1869.
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Provides for consolidation under the style of

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY,

on the basis of one share of the stock of the consolidated companies for each share of Charlotte and South Carolina and for each 1.12 share of Columbia and Augusta.

The evidence of this consolidation is the minutes of the meetings of the stockholders of the respective parties held at Columbia on July 7 and 8, 1869.

At the time of this consolidation the funded debt of the two companies was as follows :

Charlotte and South Carolina Railroad Company :	
Bonds outstanding (not secured by Mortgage).....	\$620,500
Columbia and Augusta Railroad Company :	
First Mortgage Bonds.....	949,000
Total	\$1,569,500

New South Regional Railroad Career - Consolidation

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901 - Public Domain)

In order to provide for the refunding of this debt, and to raise funds for the further immediate corporate needs of the new company, authority was given by the stockholders for the issue of \$2,100,000 of new First Mortgage Bonds, and in pursuance of this authority the following mortgage was thereafter executed :

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY TO OLIVER H. PALMER AND ROBERT A. LANCASTER, <i>Trustees.</i>	}	FIRST MORTGAGE. Dated August 30, 1869. To secure \$2,000,000 of 7% bonds, due January 1, 1895. (Extended at 5% to January 1, 1909.)
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CONVEYS :

The line from Charlotte to Augusta.

The entire authorized issue of these bonds was negotiated and they were still outstanding in 1894, when the Southern Railway Company assumed possession of the property, having been undisturbed in the Richmond Terminal reorganization. At their maturity in 1895, \$2,500 of them were paid and the balance, \$1,997,500, were extended at five per cent for fourteen years, so that they will mature January 1, 1909.

Before the Charlotte and Augusta line was opened into Augusta a floating debt had been contracted and it was later determined to fund this, for which purpose the following new mortgage was executed :

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY TO UNITED STATES SECURITY COMPANY, <i>Trustee.</i>	}	SECOND MORTGAGE. Dated October 15, 1872. To secure \$1,000,000 of 7% bonds, due on their face October 1, 1910.
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CONVEYS :

The line from Charlotte to Augusta.

Of these bonds, \$500,000 were never issued, but on May 5, 1876, were retired and cancelled, leaving \$500,000 outstanding, which were undisturbed by the Richmond Terminal Reorganization, and were taken into the funded debt of Southern Railway Company in 1894.

A curious question has since arisen about their due date. The bonds show this date to be 1910, while the recorded mortgage, upon the faith and subject to the lien of which Southern Railway Company bought the property, shows the due date as 1909, and Southern Railway Company has given that date as the maturity of the bonds in all its annual reports.

(b) Part of the R. & D. System. 1878-1894.

In 1878 the Southern Railway Security Company purchased, in the interest of the R. & D., a controlling interest in the stock of the Charlotte, Columbia and Augusta, and thereafter the property was operated in connection with and substantially as a part of the R. & D. system, which had then been extended to a connection with the Charlotte, Columbia and Augusta at Charlotte by lease of the North Carolina Railroad.

Upon the organization of the Richmond Terminal Company in 1881, this interest was acquired by it and amounted on November 5, 1881, to 13,024 out of a total issue of 25,780 shares of Charlotte, Columbia and Augusta stock, by virtue of which the Richmond Terminal Company thereafter controlled the Charlotte, Columbia and Augusta.

Under this control the Charlotte, Columbia and Augusta system was expanded by the lease, on October 1, 1881, of the property of the Atlantic, Tennessee and Ohio Railroad Company, extending from a point of connection with the Charlotte, Columbia and Augusta at Charlotte to Statesville, a distance of about forty-six miles.

On September 22, 1882, a lease was taken of the property of the Chester and Lenoir Railroad Company, being a narrow-gauge line then extending from a connection with the Charlotte, Columbia and Augusta at Chester to Lincolnton, N. C., a distance of sixty-three miles.

See *Latimer v. R. & D.*, 39 S. C., 44; S. C. 17 S. E., 258.

On September 29, 1882, a lease was also taken of the property of the Cheraw and Chester Railroad Company, being also a narrow-gauge line extending from Chester east to Lancaster, a distance of twenty-nine miles, and so constituting an extension of the Chester and Lenoir line across the line of the Charlotte, Columbia and Augusta.

With these additions the system of the Charlotte, Columbia and Augusta aggregated, in 1882, 329 miles, which mileage was on June 2, 1884, increased by forty-six miles of extension of the Chester and Lenoir from Lincolnton to Lenoir, N. C., as constructed by the Charlotte, Columbia and Augusta under a covenant in its lease of the property.

New South Regional Railroad Career - Consolidation

From "History of the Legal Development of the Railroad System of the Southern Railway Company" (Washington, DC, 1901 - Public Domain)

For the purpose of consolidating its debt and for other corporate purposes, the Charlotte, Columbia and Augusta executed in 1883 the following mortgage :

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY TO CENTRAL TRUST COMPANY OF NEW YORK, <i>Trustee.</i>	} CONSOLIDATED FIRST MORTGAGE. Dated July 1, 1883. To secure \$3,000,000 of 6% bonds, due July 1, 1933. (Foreclosed April 7, 1894.)
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CONVEYS :

The line from Charlotte to Augusta.

Of the bonds authorized to be issued under this mortgage only \$500,000 were issued. On these default in payment of interest was made on July 1, 1893. After that default \$489,000 of these bonds were deposited under the Richmond Terminal Reorganization Plan, and with these the Reorganization Committee caused the mortgage to be foreclosed in 1894, and the property covered thereby to be purchased by Southern Railway Company.

On May 1, 1886, in pursuance of the general plan of taking over the management of the Richmond Terminal properties, the R. & D. leased the Charlotte, Columbia and Augusta by the following instrument :

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD COMPANY TO RICHMOND AND DANVILLE RAILROAD COMPANY.	} LEASE. Dated May 1, 1886. Term : Ninety-nine years. Rental : Net earnings above fixed charges. (Abrogated July 31, 1893.)
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CONVEYS :

1. The line from Charlotte to Augusta.
2. The leasehold estate in the Atlantic, Tennessee and Ohio.
3. The leasehold estate in the Chester and Lenoir.
4. The leasehold estate in the Chester and Cheraw.

See opinions of the Supreme Court of South Carolina discussing this lease:
McCandless v. R. & D., 38 S. C., 103; S. C. 16 S. E. R., 429.
Lipfield v. C. C. & A., 39 S. C., 44; S. C. 19 S. E. R., 497.

By virtue of this lease the R. & D. Receivers appointed in the Clyde Suit at Richmond on June 15, 1892, assumed the operation of the Charlotte, Columbia and Augusta lines, and

continued to operate them until December, 1893, when they surrendered to their respective owners the Chester and Lenoir Railroad and the Chester and Cheraw Railroad, the leasehold estate of the R. & D. having meanwhile been abrogated and the main line having passed out of the possession of the R. & D. Receivers on August 1, 1893, by the appointment of separate receivers for the Charlotte, Columbia and Augusta.

See *Clyde v. R. & D. ex parte Chester and Lenoir R. R. Co.*, 63 Fed. Rep., 21.

Also *Central Trust Company of New York v. C. C. & A. ex parte Wylie* (who sues, etc.), 65 Fed. Rep., 264.

IV.

Southern Railway Company.

The Richmond Terminal Reorganization. 1894.

The R. & D. had pledged its interest in the Charlotte, Columbia and Augusta lease under its Consolidated Mortgage of 1886, but the purchasers of the R. & D. property in foreclosure of that mortgage in 1894 disavowed any assumption thereof. This was done because there had been deposited with the Richmond Terminal Reorganization Company \$489,000 out of \$500,000 of the outstanding Charlotte, Columbia and Augusta Consolidated Mortgage bonds, upon which a default had occurred, making possible the following proceedings which had meanwhile been instituted :

William resigned as president in 1873. Within ten years, the rail network he had built was extended by lease to include the Chester & Lenoir Railroad Company. This probably pleased William since that railroad would pass near Lucia, NC, providing rail service to the region where William had been reared and where his family still held substantial property.

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CHESTER AND LENOIR RAILWAY.

A. H. DAVEGA, President, Chester, S. C.

Trains leave Chester 8 daily, Sunday excepted, for Yorkville, 8 S. C., Air-Line Narrow Gauge Junction, near Gastonia, and Dallas, N. C., making close connection with Charlotte, Columbia & Augusta R. R., and Atlanta & Richmond Air-Line R. W. 8 Telegraph stations. [June 15, 1876.

"September 1876 Travelers' Official Guide of the Railway and Steam Navigation Lines in the U.S. and Canada"

New South Regional Railroad Career - Consolidation

The Charlotte, Columbia & Augusta Railroad: A Successful Completion of William Johnston's Vision

Successful Consolidation

The article below left, written in Augusta, declared the recently consolidated railroad to have been a great success. The Charlotte, Columbia and Augusta Railroad was a prosperous multi-state trunk line.

Resignation as Railroad President and a Renewed Focus on Charlotte

In 1873, after years of building, rebuilding and consolidating railroads, William Johnston resigned as president of the Charlotte, Columbia & Augusta Railroad. He was then age 56 and may have wanted to spend more time near his family in his hometown of Charlotte. He still had much to do. He would serve four terms as Charlotte's Mayor. He would help to create one of Charlotte's most important hotels and one of the state's most important banks.

Association with Algernon Sidney Buford and His Richmond & Danville Railroad System

The article below right shows that, upon resigning as president, William continued as a director, along with A.S. Buford. Col. Buford (1826 - 1911) would become an influential railroad leader. Buford had been a lawyer, owner and editor of the "Danville Register," a member of the Virginia legislature, and would become president of the Richmond & Danville Railroad System. In 1878, the Richmond & Danville acquired the CC&ARR. William's son-in-law, Alexander Boyd Andrews,

also arranged for the R&D to acquire and complete the partially built Western North Carolina Railroad. (This infuriated many in Raleigh: public North Carolinian funds had built much of that line but Virginia would reap the profit.) Mr. Andrews did complete the line's construction to Asheville, which residents of that region appreciated. William Johnston's allegiance was clear as he named his new Charlotte hotel, *The Buford*.

The R&D continued to expand rapidly and, by 1890, it covered 3300 miles of track in nine Southern states. After becoming financially unstable, it merged in 1894 with five other railroads to form the famed Southern Railway Company.

Raleigh's "Weekly Era" of 11-7-1872:

"Augusta Constitutionalist" (Reprinted in the "Abbeville Press and Banner," SC, on 2-4-1870):

CHARLOTTE, COLUMBIA AND AUGUSTA RAILROAD.—We had the pleasure of meeting, yesterday, with the genial and able President of the Charlotte, Columbia and Augusta Railroad, Col. William Johnston, in the city on business connected with his road. Colonel Johnston ranks with the ablest railroad men in the country, and keeps fully up with the political, financial and industrial questions pertaining to the situation. His road is now enjoying a high degree of prosperity in the large increase of business over its entire line; within the past few months, the receipts from freights and travel having augmented fully 100 per cent. The future pros-

pects of this important link in the great and popular short passenger route Northward, are daily brightening, as evidenced by the increasing demands of travel: Its trains, of three, four and five passenger cars, arrive and depart daily, filled with passengers. The bulk of the travel is now Westward, and is making heavy demands upon the rolling stock of the road, which has latterly been largely increased, and requires still further additions of engines and cars to meet the growing demands of business, alike from travel and freights.—Augusta Constitutionalist.

Charlotte, Columbia & Augusta Railroad.—At the Stockholder's Meeting in Columbia, on the 17th, Col Wm Johnston, resigned, on account of his health, the Presidency of the C C & A R R. He has held the office first as President of the C & C R R and then of the extended road—in all for 17 years. He has done as much as any man at the South to create resources to build up railroads, and a grateful country will appreciate his ability, energy and perseverance. Col J B Palmer, Esq, of Columbia, has been appointed his successor. The new Directors are: Jno B Palmer, Thos J Robertson, F W McMaster, Columbia; H B Plant, Josiah Sibley, John J Cohen, S D Heard, Augusta, Ga; Wm Johnston, R R Bridgers, A B Davidson, J W Thompson, A S Buford, North Carolina; M K Jessup, New York; Jas H Rion, W R Robertson, Fairfield; W T Walters, Baltimore; D B Townsend, Bennettsville. C Bouknight, Esq, was re-elected the Secretary of the Company.

New South Regional Railroad Career - Advising (State Board of Internal Improvements)

Major Railroad Accomplishment (1879): Advised son-in-law Alexander Boyd Andrews, and Governor Jarvis, as they completed one of the state's long-term goals, construction of the Western North Carolina Railroad to Asheville, NC, and beyond.

MEETING OF THE BOARD OF DIRECTORS OF THE W. N. C. R. R—IMPORTANT CHANGES—THE NEXT MEETING.—A meeting of the Board of Directors of the Western North Carolina Railroad was held at Henry Depot on Tuesday of last week, the entire Board being present, with the exception of the Hon. F. E. Shober, together with Gov. Jarvis, Col. William Johnston, of Charlotte, and Captain C. M. Cooke of Franklin county, constituting the Board of Internal Improvements. On Wednesday evening the two Boards came over the works on the mountains and to this place, being in session here until Friday morning, when the Governor and his party left for their homes.

Completion of the Western North Carolina Railroad, perhaps the state's most ambitious railroad project, is credited primarily to William's son-in-law, Alexander Boyd Andrews. But as we can see from these articles, by joining the state's Board of Internal Improvements, William was in a position to advise the Governor toward the project's successful conclusion.

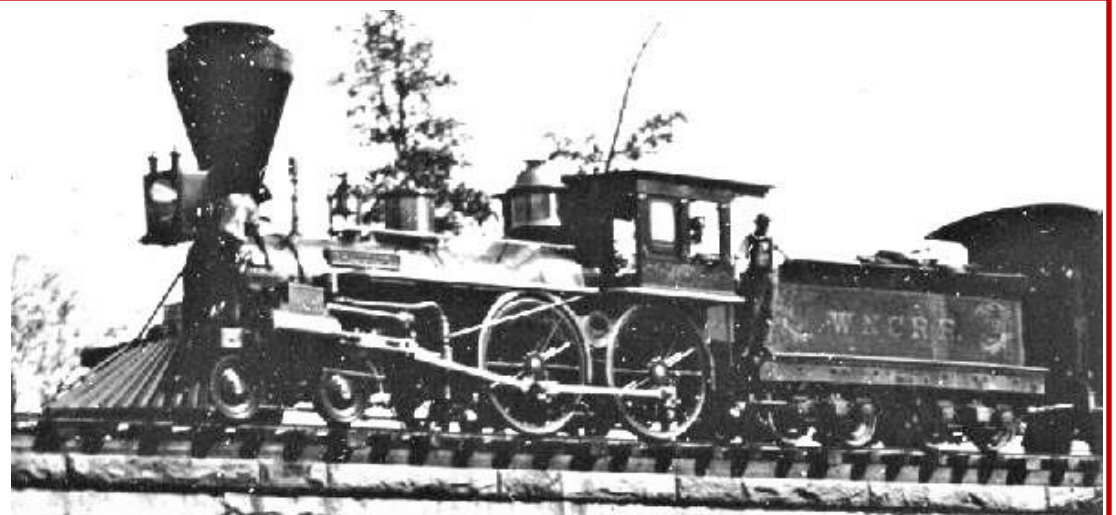
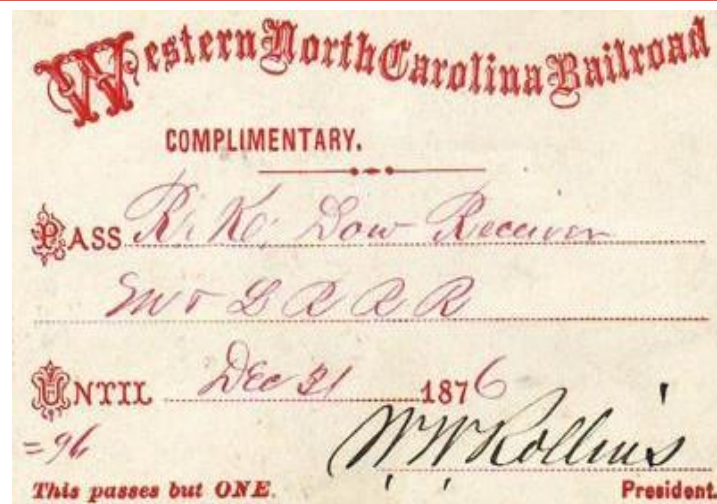
Left: "Asheville Weekly Citizen" of 5-22-1879

Right: "Raleigh Christian Advocate" of 12-10-1879

Lower Left: From NCPedia

Lower Right: From the Tarheel Press

— We are glad to learn that work on the W N C Railroad is progressing rapidly and satisfactorily. The first train of cars will pass through the great tunnel on Wednesday December 17th, running to a point within six miles of Asheville. His excellency, Gov Jarvis, accompanied by Col William Johnston, of Charlotte, Hon C M Cooke, of Franklin county, composing the Board of Internal Improvement will go up on that occasion to inspect the road, and look into the management of the Convict labor, now engaged on that great work. It is understood that Gov Jarvis will invite a number of prominent men from various sections of the State to accompany him and be passengers on the first train across the Blue Ridge.—*Patriot*.



Col. Wm. Johnston

The Statesville American contains a well-merited tribute to the energy and efficiency of our enterprising townsman. We regard Col. Johnston as the most successful railroad man of the South and we know no one who dissents from this opinion. We copy the principal points in the article :

"Since the war there was built and rebuilt nearly two hundred miles of railroad in North and South Carolina, without any State aid from either, among a poor, destitute people; much of the country along the line having been laid in utter ruin by Sherman's army, and almost in a state of destitution; without confidence, pecuniary means, or credit in it. To rebuild about 50 miles of the C. & So. Ca. R. R., its shops and bridges, with all its war debts hanging upon him, we learn that Col. Johnston only had about 73 bales of cotton. When the war closed, about \$15,000 worth of grading only was done on the Columbia & Augusta R. R.—the Company saving out of the wreck about 1000 bales of cotton. In the fall of '66, the stockholders requested him to go on and build the Road. In 1870, the Road was finished, and is 85 miles long. The Congaree and Savannah bridges alone cost over \$200,000 in the aggregate—

more than the proceeds of the sale of the cotton and all other means of the Company in hand when he began the work! while the Road cost over two MILLIONS OF DOLLARS!

During the entire construction of this Road, amid the other almost insuperable difficulties he had to contend with, the South Carolina R. R.—the most powerful corporation in the State—fought him with her heaviest artillery, bringing suit after suit against his enterprise in almost every form known to the law. In all this he succeeded beyond the most sanguine expectation, whether as President or attorney for his Road. How he ever realized the funds or sustained his credit to get through, has been a mystery to the best railroad men and financiers of the country.

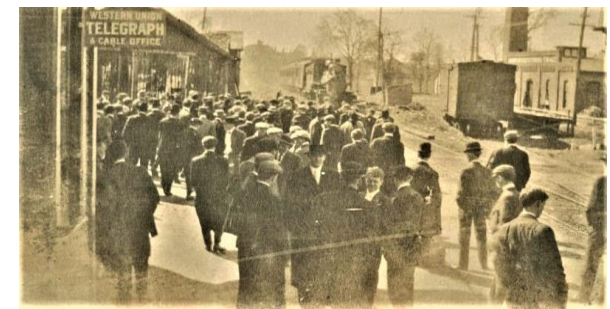
In June last, he finished rebuilding 47 miles more of Road from Charlotte to Statesville, and built it in five and a half months! A public journal has remarked that Col. J., "has done more for the improvement and development of North Carolina than any man living." How much more has he done, however, for South Carolina? having built over 130 miles of road within her limits. In truth, the opinion is that he has done for her

Legacy Developing North Carolina

(Charlotte's "Southern Home" of 3-4-1872)

Statesville, NC, was a market town that was connected to Charlotte by the Atlantic, Tennessee & Ohio Railroad (AT&O). William Johnston had led both the line's initial construction before the war and its reconstruction afterwards.

The line also served Davidson College as early as 1861. This early 1900's photo shows a busy day at the AT&O's Davidson Depot. (Davidson College Archives)



material prosperity more than any citizen of that State. Without any aid from either State, he had, in 1870, constructed more miles of new road than all other railroad officers in both States, while they had millions of bonds used in their aid. No man south of the Potomac, since the war, has been able to accomplish such results with double the means. It is said that when he first built the Charlotte & Statesville R. R., before the war, he began it with only \$82,000. If to accomplish much, with small means, and under the most unfavorable conditions of the country, is evidence of ability, then he has shown it in the highest degree.

"The Carolina Railroad King."

The ability energy and enterprise which has secured the above title to Col William Johnston of Charlotte, N. C., is too well known to require demonstration, but an exchange has so cleverly grouped some of his achievements in the subjoined extract, that we are gratified at being able to lay it before our readers as a proof of the distinguished merits of a worthy fellow citizen and neighbor. Well would it be for us, if his genius presided over the enterprise now on foot, of connecting Charlott with Charleston, via Camden and the central Railroad.

Since the war he has built and rebuilt nearly two hundred miles of railroads in North and South Carolina, without any State aid from either, among a poor, destitute people: much of country along the line having been laid in utter ruin by Sherman's army, and almost in a state of revolution; without confidence, pecuniary means, or credit. To rebuild about 50 miles of the C. & So. Ca. R. R., its shops and bridges, with all its war debts hanging upon him, we learn that Col. Johnston only had about 73 bales of cotton. When the war closed, about \$15,000 worth of grading only was done on the Columbia & Augusta R. R.—the Company saving out of the wreck about 1000 bales of cotton. In the fall of '66, the stockholders requested him to go on and build the Road. In 1870 the Road was finished, and is 85 miles long. The Congaree and Savannah bridges alone

cost over \$200,000 in the aggregate—more than the proceeds of the sale of the cotton and all other means of the Company in hand when he began the work! while the Road cost over TWO MILLIONS OF DOLLARS!

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In June last, he finished rebuilding 47 miles more of Road from Charlott to Statesville, and built it in five and a half months! A public journal has remarked that Col. J. "has done more for the improvement and development of North Carolina than any man living." How much more has he done, however, for South Carolina? having built over 130 miles of road within her limits. In truth, the opinion is that he has done for her material prosperity more than any citizen

Legacy Developing South Carolina

(Published in "The Camden Journal" of Camden, SC, dated 3-28-1872)

Railroad War:

Charlotte, Columbia & Augusta Railroad vs. the South Carolina Railroad

In 1867, the South Carolina Railroad fought against the construction of the competing Charlotte, Columbia and Augusta Railroad. In court, they claimed an exclusive charter for any railroad connecting Charleston, Columbia, Camden or Augusta. "A grade crossing in Columbia was protested in court, then blocked by a parked train, then torn up physically and finally threatened by a steamed-up locomotive ready to move forward to block at any moment. All of these obstructions were quickly dismissed or prohibited." (Wikipedia for "South Carolina Railroad").

Succeeding against such a powerful adversary attests to William Johnston's legal skills and tenacity.

of that State. Without any aid from either State, he had, in 1870, constructed more miles of new road than all other railroad officers in both States, while they had millions of bonds used in their aid. No man south of the Potomac, since the war, has been able to accomplish such results with double the means. It is said that when he first built the Charlott & Statesville road, before the war, he began it with only \$82,000. If to accomplish much, with small means, and under the most unfavorable conditions of the country, is evidence of ability, then he has shown it in the highest degree.

New South Regional Railroad Career - Railroad Legacy

Accelerating the Growth of Three Cities in Three States

The Charlotte, Columbia & Augusta Railroad (CCARR) certainly accelerated the growth and regional importance of Columbia, SC, and Augusta, GA, but those cities were well established before the CC&ARR formed. They were served by earlier rail lines and so, even without the CC&ARR, those cities might have continued to thrive.

Charlotte's future was less assured. It was a village in economic decline when its first railroad, the Charlotte & South Carolina Railroad (predecessor of the CC&ARR), arrived. Unprofitable in its early years, its directors sustained it without receiving dividends, and if other connecting lines had not been drawn to support it, Charlotte might have lost all rail service and never developed as a commercial center. After determination and ingenuity made Charlotte's rail service profitable, the area began to grow. Charlotte's population would eventually exceed that of Columbia and Augusta - combined.

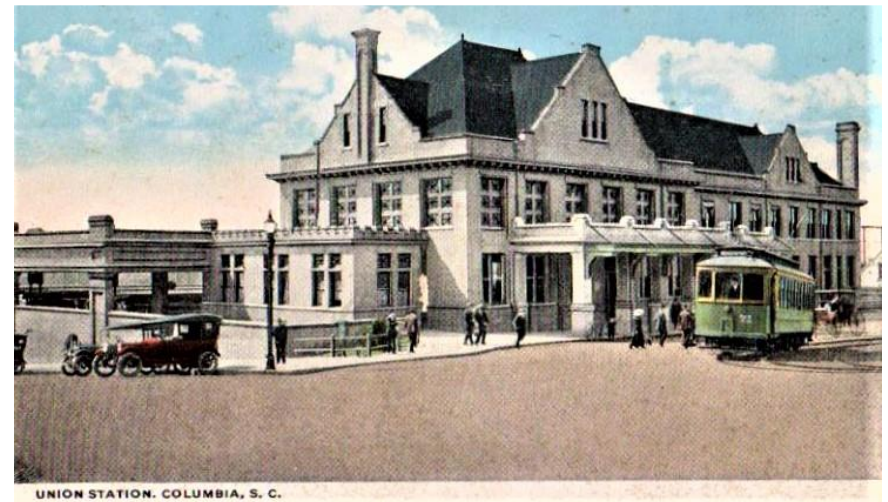
William would see the Southern Railway organized in 1894. He died, however, before Southern Railway built these beautiful stations along the line he had created, in the thriving cities his line had served.

Below: Union Station of Augusta, Georgia
Served Southern Railway from 1903 to the 1968
Architect: Frank P. Milburn



Above: Southern Railway Station of Charlotte, North Carolina
Served Southern Railway from 1905 to the 1960's.
Architect: Frank P. Milburn

Below: Union Station of Columbia, South Carolina
Served Southern Railway from 1902 to the 1950's.
Architect: Frank P. Milburn



New South Regional Railroad Career - Railroad Legacy

290 CHARLOTTE, COLUMBIA AND AUGUSTA RAILWAY.

W. JOHNSTON, President,
Charlotte, N. C.
CALEB BOUKNIGHT,
Superintendent.

C. H. MANSON, Sec. and Treas.
E. R. DORSEY,
Gen. Freight and Ticket Ag't,
Columbia, S. C.

Trains Leave.				April, 1870.		Trains Arrive.			
Acc.	Acc.	Pas.	Mls.	STATIONS.		Frs.	Pas.	Acc.	Acc.
	A. M.	A. M.					P. M.		P. M.
	10 30	10 15	0	Charlotte ¹			4 10		5 30
	11 15	10 55	21	Morrow's			3 40		4 30
	11 55	11 10	18	Fort Mills			3 15		3 55
	12 50	11 49	26	Rock Hill			2 44		3 10
	1 40	12 20	33	Smith's			2 12		2 15
	2 00	12 31	38	Lewis			3 09		1 55
	3 00	1 15	45	Chester ²			3 35		12 55
	3 45	1 40	53	Cornwall's			12 48		11 30
	4 15	1 52	57	Black Stock			12 33		11 05
	4 40	2 05	60	Yonguesville			12 19		10 35
	5 00	2 18	64	White Oak			12 06		10 10
	5 15	2 28	67	Adger's			11 56		9 55
	6 05	2 40	72	Winnabore			11 39		9 30
	6 35	3 08	78	Simpson's			11 14		8 35
	7 15	3 32	84	Ridgeway			10 54		8 00
	7 55	3 56	91	Doko			10 29		7 12
P. M.	8 25	4 15	97	Killian's			10 05	A. M.	6 30
10 00	P. M.	4 50	107	Columbia ³			9 40	4 20	5 40
11 20		5 40	124	Lexington			8 35	3 55	A. M.
12 10		6 11	134	Gilbert Hollow			8 02	1 50	
12 50		6 33	141	Leesville			7 38	12 55	
1 15		6 41	143	Batesville			7 31	12 30	
2 10		7 15	153	Ridge Spring			6 56	11 00	
3 14		7 43	162	Johnston			6 26	9 35	
4 20		8 25	173	Mill's Mill			5 47	7 10	
5 20		8 56	183	Graniteville			5 17	6 05	
6 30		9 40	195	Augusta ⁴			4 30	4 15	
A. M.		P. M.		ARRIVE	LEAVE		A. M. P. M.		

CONNECTIONS.

- ¹ At Charlotte, with North Carolina, and Wilmington, Charlotte and Rutherford Railways.
- ² At Chester, with King's Mountain Railway.
- ³ At Chester, with Stages for Unionville, Glen Springs, Spartanburg, &c., on Mondays, Wednesdays and Fridays.
- ⁴ At Columbia, with Greenville and Columbia Railway, and Columbia Branch of South Carolina Railway.
- ⁵ At Augusta with Georgia and Augusta and Savannah Railways.

1870 Timetable

Developing Smaller Communities Along the Line

The Charlotte, Columbia & Augusta Railroad formed in 1869 with the merger of smaller railroads. The merger afforded new opportunities to travel and ship goods faster to three anchor cities, and beyond. Though the line later changed in name and ownership, it continued to serve these communities for many years, allowing them to export their agricultural, lumber, and later, textile products.

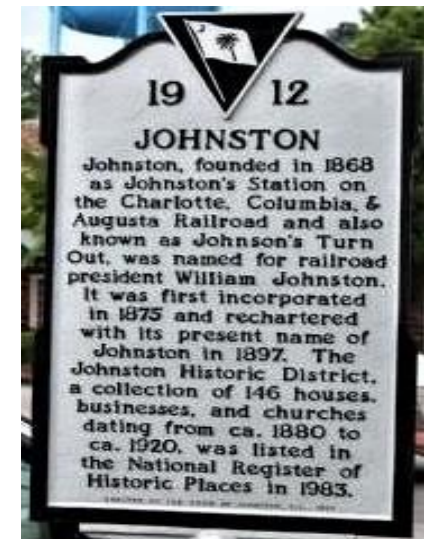
On the CC&ARR line, a number of communities gained their initial census status within ten years of the CC&ARR merger. By 1880, the population of Fort Mills, SC, reached 290; by 2010, 10,811. By 1880, Rock Hill, SC, reached 809; by 2010, 66,154. By 1880, Chester, SC, reached 1899; by 2010, 5607. By 1880, Lexington, SC, reached 262; by 2010, 17,870. By 1880, Johnston, SC, reached 463; by 2010, 2362.

Combined, these towns and cities counted 102,804 residents in 2010. We can't attribute their growth solely to railroads after 1930, when automobiles began to proliferate. But we can ask why these towns only emerged after the railroad's arrival. And if they had not emerged when they did, would those small communities have developed into towns at all? In the case of Johnston, SC, the answer is clear: the railroad created the town.

Creation of Johnston, SC - A Railroad Town

In 1897, the community of Johnston Turnout, SC, just north of Augusta, GA, was chartered by the state as the town of Johnston. In 1875, as the CC&ARR was being planned, land owner Dr. Edward Mims approached William Johnston and requested a depot to be named in Johnston's honor. His request was approved, and the railroad allowed the area to develop as a major exporter of peaches.

(Source: Local Historian Owen Clark as reported in 1997 by Pat Willis, SC Bureau)



Photos taken in Johnston, SC, by Brian Scott (2008) for the Historical Marker Database



New South Regional Railroad Career - Railroad Legacy

William Johnston's Post-War Railroad Legacy

During the war, the Charlotte & South Carolina Railroad (C&SCRR) had been heavily damaged, and the Atlantic, Tennessee & Ohio Railroad (AT&ORR), serving Charlotte, Davidson College and Statesville, had been disassembled to maintain other lines.

If William Johnston had not rebuilt these railroads after the war, his legacy would have been impressive but limited: he would be remembered as instrumental to the early growth of Charlotte and Statesville, NC, by helping to connect them with the seaports of Wilmington and Charleston.

Charlotte, NC - Columbia, SC - Augusta, GA

But William not only rebuilt these lines, he extended them. After rebuilding, he completed the initial construction of the Columbia & Augusta Railroad (C&ARR), which he had begun during the war. In 1869, after winning five lawsuits, he led the consolidation of the C&SCRR and the C&ARR into the new Charlotte, Columbia & Augusta Railroad (CC&ARR). The CC&ARR continued to serve Charlotte, Columbia and Augusta, and all of their connecting lines, even after it was absorbed by the Richmond & Danville Railway in 1878, then by Southern Railway in 1894. Even today, Amtrak continues to serve Charlotte and Columbia.

The CC&ARR was critical to the economies of North and South Carolina, supporting cotton, textile and furniture mills. It also allowed the area around Johnston, SC (named after William) to become a major peach exporter.

Charlotte, NC - Davidson College, NC - Statesville NC - Asheville, NC - Wilmington, NC

What became of the Atlantic, Tennessee & Ohio Railroad which William had built, and then rebuilt, between Charlotte and Statesville?

It continued to operate until 1894, when it too was absorbed by the Richmond & Danville, then by Southern Railway. Statesville was also served by the Western North Carolina Railroad, as well as a couple of connecting short line railroads. (As a member of the North Carolina Board of Internal Improvements, William advised Gov. Jarvis toward the state's long-term goal of completing the construction of the Western North Carolina Railroad.)

Before the war, William had supported the initial construction of the Wilmington, Charlotte and Rutherford Railroad (WC&RRR) by managing Charlotte's subscription. That line, and its successor, the 240-mile Carolina Central Railroad, served the state between 1861 and 1901, when it was absorbed by the Seaboard Air Line Railway.

From New York City to the Deep South

From 1870 to 1873, the consolidated CC&ARR provided the fastest service between New York City and the deep South. (In 1873, that distinction went to the newly built Atlanta & Charlotte Air Line Railway.)

All of these rail connections allowed a community, 200 miles inland, to operate as a rail hub, and to eventually evolve into a major American city.



This section of a Southern Railway Map shows that, as of 1921, the lines previously created by William were still in operation, serving a large region in three states. In the 1920's, rail travel began to decline but remained important.



Chapter 5:

In the News:

New South Business and Civic Career in Charlotte (After 1872)

In 1873, shortly after the consolidation of his railroads, William Johnston resigned from railroad management. By age 56, his financial success had freed him to pursue other goals.

William's biographical profiles primarily described his pre-war and post-war railroad career. Period news items, however, revealed that William continued to be very productive during his next 23 years as well.

Retiring from railroad management allowed William to shift his focus from regional projects to the development of his hometown. He understood that transportation access alone was insufficient. For Charlotte to continue its growth, it needed to acquire the assets of a first-class city.

New South Business and Civic Leader in Charlotte - Local Businesses

Evolution of a Charlottean Landmark Building: **Phase 1: Southern Life Insurance Company (Charlotte Branch, 1868 - 1880)**

"Tarboro Southerner" of 7-28-1870:

Atlanta Department.
SOUTHERN
LIFE INSURANCE CO.
OF GEORGIA.

GEN. JOHN B. GORDON, President.

Progress Unequalled by any Southern Company.

Over \$1,000,000 Insurance Applied for Monthly.

Authorized Capital, - \$1,000,000
Paid up Capital, \$250,000.

Assets Jan. 1st, 1870, over \$650,000

Dividends to Policy Holders July 1st, 1869, 40 per cent.

OFFICERS:

VICE PRESIDENTS:—Hon. B. H. Hill, Gen. A. H. Colquitt.
FINANCE COMMITTEE:—A. Austell, E. W. Holland.
SECRETARY:—W. C. Morris.
SUPERVISOR OF AGENCIES:—R. A. Alston.

Insures lives and pays losses promptly. Its principal business is with the Southern States, and to them it appeals for patronage. It has ample means to fully protect policy holders and pay all losses.

Directors for the State of North Carolina:—
Col. Wm. Johnston, Charlotte, Pres. C. C. & R. R. R.; Judge D. G. Fowle, Gen. W. R. Cox, Raleigh; D. R. Murchison and Col. R. H. Cowan, Wilmington.

JAMES L. CORLEY,
R. G. HAY,
General Agents, Raleigh, N. C.
July 7th, 1870. 31-m

At Tryon & 4th Streets in Charlotte, an elegant building stood that served Charlotteans for decades. Aside from his railroad investments, William Johnston co-owned this building for many years, operating within it several businesses of importance to Charlotte. The building was originally designed to house the Charlotte branch of the Southern Life Insurance Company.

Before the war, William had been a director of the Charlotte Fire Insurance Co.; after the war, his insurance focus switched to life insurance. He was a director of the Southern Life Insurance Company for at least eight years, from 1868 to 1876, and he served as president of the Charlotte Branch. (None of this insurance experience appeared in the biographical profiles.)

William's business interests rarely failed but this one did so dramatically. The Atlanta-based company went bankrupt in 1876, reportedly due to many lives lost in yellow fever epidemics. Its collapse impacted other Charlottean investors as well as policyholders. Following this financial loss and embarrassing debacle, William apparently left the insurance business for good.

William and a partner bought the partially built building originally intended for Southern Life purposes, and finished its construction. William turned his attention to banking and equipped his new building to that end.

"Caldwell Messenger" of 2-10-1876:

The *Charlotte Observer* says that the failure of the **Southern Life Insurance Company** of which General John B. Gordon was President will be sensibly felt in that city. The *Observer* says that a large number of the best and most prominent citizens of Charlotte are interested in the company, and that many of the people of the city will lose considerable amounts. **Col. Wm. Johnston** was the President of the Charlotte Board of Directors. The elegant new insurance building about two-thirds completed, was being built mainly by this company. Of course work on it will be stopped.

News items like this one, alleging fraud, might have sullied William's otherwise stellar professional reputation.

"Caldwell Messenger" of 2-10-1876:

—Parties in Memphis, in hope of saving something out of the wreck, have bought the title of the defunct institution, known as the **Southern Life Insurance Company**, to the Metropolitan Hotel of this city, now owned by Messrs **Wm. Johnston** and **R. M. Miller**, by mortgage and by virtue of a mechanic's lien for the construction of the building. Many of our best citizens were taken in by this miserable fraud yecept, the **Southern Life Insurance** company, and they continue to bless the Honorable Senator, John B. Gordon, of Georgia, whom they think would have been better employed attending to his official duties. We think so too.

The Southern Life Insurance building was purchased by **Col. Wm. Johnston** and **R. M. Miller** for \$13,000, which, together with a mortgage held by the purchasers of \$12,000, made the building cost in all about \$25,000. The \$13,000 it is understood only covered the mechanic's lien upon the building.—*Observer*.

Above: Charlotte's "Southern Home" of 7-10-1876

Below: "Charlotte Democrat" of 8-7-1876

The new building on Tryon street, known as the Southern Insurance Building, having passed into the hands of **Col. Wm. Johnston** and **R. M. Miller, Esq.**, in an incomplete condition, those gentlemen have contracted for its completion without further delay. As soon as finished the **Commercial National Bank**, it is understood, will occupy the Room which was prepared for a Banking House from the foundation.

New South Business and Civic Leader in Charlotte - Local Businesses

Evolution of a Charlottean Landmark Building: **Phase 2: Commercial National Bank (Organized 1874)**

Initial Organization of the Commercial National Bank by William Johnston and Others

Mr. Johnston's 17-year railroad career ended in 1873, although he continued to act a director for several railroads, and as a consultant on various new railroad projects. Following his railroad career, he was instrumental in organizing Charlotte's Commercial National Bank, a predecessor of today's Bank of America.

The Charlotte Mecklenburg Library holds a manuscript collection entitled, "Commercial National Bank Papers." Those documents show that in 1874, William Johnston and others signed an organization certificate for Charlotte's Commercial National Bank – a bank that would evolve into today's Bank of America, one of the nation's largest banks.

Sequence of Mergers Forming Today's Bank of America

Specifically, the Commercial National Bank merged with American Commercial Bank in 1958; that bank helped to form the North Carolina National Bank in 1960. That bank was renamed Nations Bank in 1991, then renamed Bank of America in 1999.



Founded in Charlotte, the Commercial National Bank also gained a formidable presence in Raleigh at 20 E. Market Street. This historical photo and the statement below have been presented by the U.S. Library of Congress:

"Significance: The Commercial National Bank is a ten-story steel and reinforced concrete tri-partite form building rendered in the Gothic Revival style. Its exterior is faced with tan brick and is embellished with elaborate stone and terra-cotta Gothic style details. Its interior contains a monumental banking lobby with marble floors and banking stations under a soaring fan vaulted painted ceiling designed by P. Thornton Mayre, a prominent Atlanta architect, and commissioned by the Commercial National Bank in 1912. This building, then the tallest and most elaborate in Raleigh, represented the business aspirations of the Raleigh business community during the city's early twentieth century period of rapid urban growth and commercial expansion."

Charlotte's "Southern Home" of 8-17-1874:

The Commercial National Bank.

OFFICE, SPRINGS' BUILDING, TRADE ST.,
CHARLOTTE, N. C.

--o--

Officers: C. DOWD, President;	A. GRAHAM, Cashier;	C. N. VANCE; Teller
--------------------------------------	---------------------	---------------------

--o--

Directors: —W. J. BLACK,	J. H. HOLT.	R. M. MILLER,
C. DOWD,	L. S. HOLT,	J. L. MOREHEAD,
mar 30-tf WM. JOHNSTON,	J. McLAUGHLIN,	R. M. WHITE.

William's Continuing Role as a Financial Adviser

In his own time, newspapers most frequently referred to William Johnston as a railroad builder and manager, and as a financier.

The term "banker" usually applies to one who conducts transactions within a bank. William was a charter member of the Commercial National Bank, and he was a director there for 22 years, from its creation in 1874 until his death in 1896. But since his interests and expertise extended well beyond the bank's walls, he might better be described as a financier. His experience with the insurance industry broadened his perspective beyond local banks, and his ability to pool private funds to complete large projects was mentioned early in his career.

During recessions, it was not unusual for William's public letters to be published in Raleigh and Charlotte, describing the roots of the current financial quagmire, and recommending specific remedies or forecasts.

New South Business and Civic Leader in Charlotte - Local Businesses

Organizational Certificate of the Commercial National Bank - Predecessor of the Bank of America (Signed February 7, 1874)

Original Archived at the Robinson - Spangler Carolina Room of the Charlotte - Mecklenburg Library

Filed with the Clerk of the Superior Court of Mecklenburg County, North Carolina

ORGANIZATION CERTIFICATE.

WE, the undersigned, whose names are specified in article fourth of this Certificate, having associated ourselves for the purpose of organizing a Banking Association, and transacting the business of Banking, under the act of Congress entitled "An act to provide a National Currency, secured by a pledge of United States Bonds, and to provide for the circulation and redemption thereof," approved June 3, 1864, and of subsequent acts in addition to or amendatory thereof, do make and execute the following Organization Certificate:

First. The name of the Association shall be The

Commercial National Bank of Charlotte N.C.

Second. The said Association shall be located in the *City* of:

Charlotte, county of *Mecklenburg*, and State of *North Carolina*, where its operations of discount and deposit are to be carried on.

Third. The capital stock of this Association shall be

One hundred *Thousand* dollars, (\$ *100,000* -,) and the same shall be divided into *one* *Thousand* shares of one hundred dollars each.

The said Capital Stock to be increased to not exceeding five hundred Thousand Dollars, as may be deemed expedient to

Fourth. The name and residence of each of the shareholders of this Association, with the number of shares held by each, are as follows:

NAME.	RESIDENCE.	NO. OF SHARES.
<i>E. M. Holt</i>	<i>Graham N.C.</i>	<i>250</i>
<i>Lawrence Holt</i>	<i>Graham, North Carolina</i>	<i>300</i>
<i>W. J. Johnston</i>	<i>Charlotte " "</i>	<i>50</i>
<i>Rich White</i>	<i>Charlotte " "</i>	<i>50</i>
<i>C. D. Dond</i>	<i>" " "</i>	<i>100</i>
<i>W. J. Black</i>	<i>" " "</i>	<i>50</i>
<i>J. L. Monrood</i>	<i>" " "</i>	<i>50</i>
<i>R. M. Mullers</i>	<i>" " "</i>	<i>100</i>
<i>J. M. Laughlin</i>	<i>" " "</i>	<i>50</i>

STATE OF *North Carolina* } ss:
County of *Mecklenburg* }
On this *Seventh* day of *February*, 1874
before the undersigned, a *clerk of the Superior Court*
of the said County and State, personally appeared
C. D. Dond, President, *R. M. Mullers*, Cashier, and
E. M. Holt, *W. J. Johnston*, *J. M. Laughlin*
Rich White - of *Black*
Directors of the *Commercial National Bank*
and made oath that the foregoing certificate and the matters and things thereon set forth are true, to the best of their knowledge and belief.

Subscribed and sworn to before me

this *Seventh* day of

Feb, 1874

E. J. Boone
clerk Superior Court

New South Business and Civic Leader in Charlotte - Local Businesses

Local and State Leadership: Banking and Finance Leader

William's thoughts on the economy were occasionally published in Charlotte and Raleigh. This technical piece was reprinted in Charlotte's "Southern Home" of 3-21-1879. First published in the "Raleigh News," it may have been intended primarily for policy makers and bankers. William was a bank director, financier, and one of the state's wealthiest men so his views would have been considered.

Views of Col. William Johnston - Charlotte, N.C. - March 17, 1879

Your favor asking me to give you my views on "the financial situation of the country and its future prospects" is received and I hasten to briefly reply.

Our country is at present in a peculiar condition. Owing to the rapid contraction and forced resumption of specie payment, the entire country has passed for the last four years an ordeal hitherto unknown. Nearly all values have diminished, property has shrunk, labor has been depressed, and gloom and despondency have hung like a pall over the land. All industries have suffered except that of the banker and broker who received their discounts. The industrious and enterprising who borrowed capital to create new enterprises generally became the victims of high interest and the shrinkage in price of property. Hundreds of thousands of honest men have in a few years past been made thus to tread the road to bankruptcy. Capital had become turned from these courses and hid itself in secret places. This was the condition of things on January 1st, when resumption took place, and to a great degree still exists.

But the indications are brightening and the prospect is decidedly more cheering. There is no doubt that the bottom has been reached. When contraction ceased and paper and gold came together to be of equal value, it was manifest that the crisis had been reached and the downgrade of depression and ruin was about to terminate. The country is now at the bottom in a transitive state and as soon as confidence is restored, will commence to resume a renewed prosperity. It is now on a rigid economy, which will greatly help the revival of prosperity. Confidence in finance is a plant of slow growth; give it time, it is gradually coming. Resumption of specie payment is a success. With a balance of \$300,000,000 of gold or its equivalent in favor of our country in its foreign trade, it could not be otherwise. But few want specie, the miser cannot now hoard it with any profit. The farmer, merchant and mechanic prefer the greenback because it will purchase as much property, pay as much debt and is more convenient to handle. The importer alone requires specie from foreign countries and the supply is more than ample for him.

Again, we are rapidly gaining specie from foreign countries owing to this large excess of our exports over our imports. This balance of trade in our favor has to be paid in specie or United States bonds. The European stock of bonds is said to be

nearly exhausted, more than three-fourths of them having been repurchased in this country. Then we may expect our foreign trade to yield us annually large amounts of gold. Again, the gold and silver mined annually in this country amounts to about \$75,000,000, and is increasing. You will recollect that the price of property in any country is governed or regulated by the amount of the circulating medium.

On the 31st of December last, the currency in circulation in the United States, consisting of legal tenders, banknotes and fractional currency, was less than \$700,00,000. On the 1st of January, the day after, when resumption took place, nearly \$300,000,000 of gold and silver were added to this amount, making the circulating medium nearly \$1,000,000,000. Of this, gold and silver there was nearly \$150,000,000 in the United States treasury, over \$30,000,000 held by the banks and hoarded in boxes, trunks, safes, etc.

The amount is estimated to be at least one hundred millions. These sums in the treasury, banks and hoarded, amounting to nearly \$300,000,000, or 40 per centum additional to the currency, was not in circulation until resumption or until paper became as good as gold. That is the treasury was locked up for resumption and that held otherwise was used as an article of merchandise. It commanded a premium and was bought and sold as a horse or a cow or any other merchantable commodity. Now it is no better than paper money and will from necessity perform its functions as currency in the commerce of the nation. It can be used in no other way except by a few ignorant misers who may hoard.

Thus we see the nation has more currency today than it has had for years past. This fact, with the large amounts of gold and silver being mined and imported to pay the balance of trade, has already had a sensible effect in making money easier and reducing the rates of interest on loans. Further evidence of the easy money market is in the large sales of government bonds at less rates of interest, and of an advance of bonds and stocks generally over the entire country.

The Federal Government has authorized the issue of treasury certificates of small denominations, bearing low interest, as well as the State of Georgia, which will be used as currency though not intended for that purpose. Other states may do likewise.

The great want of the country now is confidence, which will gradually be restored but requires time. It is based on the fidelity and integrity of contracts between man and man. Another year, with another crop, it is believed, will do much to restore confidence, add to the volume of currency, and increase the value of personal and real estate - so long and sadly depressed. Indeed, the signs of the times indicate that there is opening to the country an era of prosperity such as it has not enjoyed in sixteen years.

Very respectfully, Wm. Johnston

From Commercial National Bank to Bank of America:

A Tremendous Legacy for the City of Charlotte

Paul Kurzeja wrote this statement for a "Bank of America" webpage presented by the Charlotte Museum of History:

"Bank of America can trace its roots to 1874 when, with only \$50,000 in equity and \$200,000 in deposits, the Commercial National Bank was founded in Charlotte. The bank filled the void left in the aftermath of the Civil War, during which every bank in the Carolinas failed. At that time, Charlotte had a population of about 4,000, but the city was quickly becoming a rail center and textile hub in need of a local bank... What started as a small, local bank transformed into one of the largest banks in the United States. Today, Bank of America employs over 223,000 people and has revenues of over \$85.1 billion. Although, the era of large mergers and outsized growth ended with the recent recession, the long path from a small Charlotte bank to an international giant firmly placed Charlotte on the financial map."

This cropped image was archived by the J. Murrey Atkins Library of UNC Charlotte.

First Building of Charlotte's

Commercial National Bank and the Buford Hotel

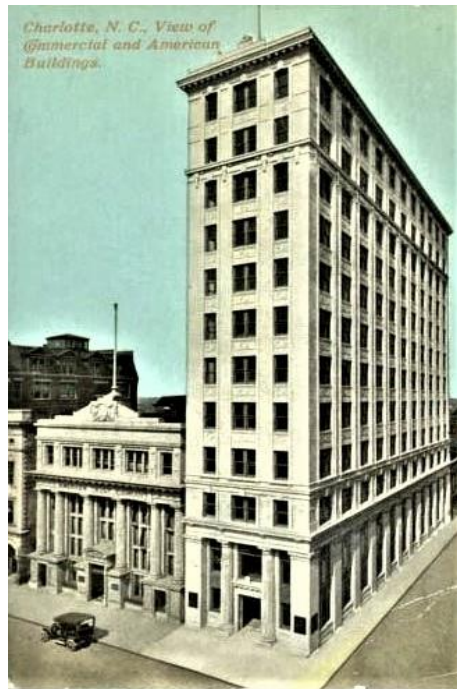


Evolution from the Commercial National Bank to Today's Bank of America

Second Building of Charlotte's

Commercial National Bank

This 12-story building, Charlotte's second skyscraper, was built in 1913 and stood at 200 South Tryon Street. The taller building shown here was built to house Charlotte's Commercial National Bank. This image (circa 1920) is archived in the Charlotte Postcard Collection of the Robinson - Spangler North Carolina Room of the Charlotte Mecklenburg Library.



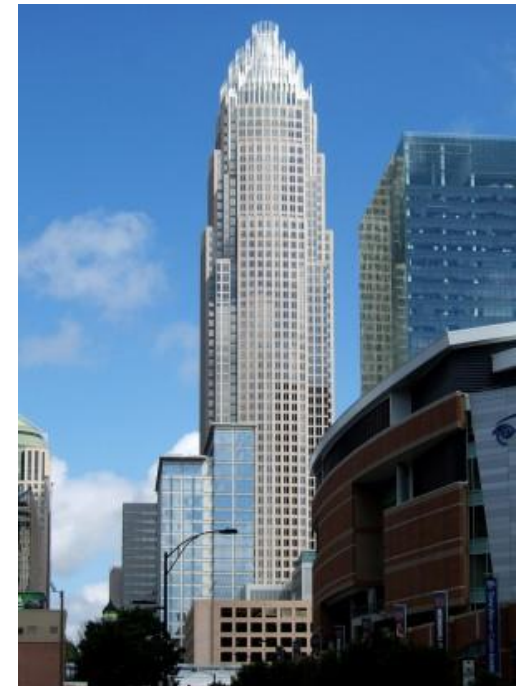
Today's Charlotte Headquarters of the

Bank of America

(Successor of Commercial National Bank)

Today, this 60-floor building contains the North Carolina headquarters for the Bank of America. It was built between 1989 and 1992, is Charlotte's tallest building, and is the 40th tallest in the United States.

(Image and statistics from "The Skyscraper Center" of the Council on Tall Buildings and Urban Habitat.)



Evolution of a Charlottean Landmark: Phase 3: The Buford House/ Hotel

Buford House/ Hotel Before 1900

The building at Tryon and 4th Streets was first intended to house the Charlotte office of the Southern Life Insurance Company. That Atlanta-based concern went bankrupt in 1874, before the building's construction was completed. In 1876, William Johnston (company president) and Robert M. Miller, Jr., Esq. (company secretary and treasurer) purchased the building and completed its construction.

The Commercial National Bank began operations on the first floor. Other building occupants included the U.S. Post Office and a U.S. District Court.

In 1882, the Buford House opened for business on the upper levels, billing itself as, "a parlor hotel, with all the modern conveniences." (Its proprietor also operated hotels in Virginia, Georgia and Florida.) The new facility was named after Colonel A. S. Buford, then president of the Richmond & Danville Railroad.

In 1888, William Johnston and others incorporated the hotel. Before 1888, it was known as the Buford House or the Buford Hotel. After 1888, facility upgrades and expansions began and the name of Buford Hotel was consistently used. In 1888, a large dining room, saloon and billiard rooms were advertised.

By the 1890's, the Buford Hotel was hosting formal dinners with a variety of special guests, including the governor, inventors Thomas Edison and Alexander Graham Bell, orchestral musicians, and the local chamber of commerce. The dining room, with long tables, could serve 100 guests.

Later extensions were built to the side on 4th Street, then to the north side, facing Tryon Street. Charlotte's first elevator was added.

Tailored to the needs of traveling businessmen, the Buford also provided living quarters for some of Charlotte's most prominent people, among them Mr. and Mrs. Walter Brem, Mr. and Mrs. Stuart Cramer, and Daniel Augustus Tompkins.

In 1896, William Johnston died but his son, William Robert Johnston of Richmond, Virginia, continued the family's involvement with the hotel. He and R.M. Miller continued as owners until at least 1910.

"Charlotte
Democrat"
of
8-18-1882

The "Johnston Block" of three Stores (three stories high) on Tryon street, is approaching completion. The building is a handsome and commodious one.

The new and handsome **Ruford Hotel**, just opposite the Johnston Block, will be ready for occupancy by the first of September. It is to be kept by Messrs Scoville of Atlanta.

"Charlotte
Observer"
of
9-6-1887

The Buford House:

A correspondent of the *Baltimore Manufacturers' Record*, gives an account of the recent fair at Mt. Holly, in the last issue of that paper, and in closing, makes this reference to the Buford House: "Coming to Charlotte from Mount Holly, I stopped for the first time at the **Ruford Hotel**, and was surprised to find it the most quietly, elegant and comfortable of any I have ever been in south of the Potomac. Its owners, Messrs. Miller & **Johnston**, have spared no expense in fitting and furnishing it, and in providing for the comfort of its guests. It is the coolest house for a hot day to be found in a Southern city, and the same heavy walls that make it so will make it a comfortable winter abode. These gentlemen have recently secured the services of Mr. Conrad Lipscomb, long the popular clerk of the Central in this city, a deserved favorite with the traveling public."

Buford Hotel After 1900

The articles below show the active interest of William's son, William Robert Johnston of Richmond, in continuing to upgrade the hotel created by his father.

The hotel continued operations until at least 1918. Advertised as the "Headquarters for Cotton Mill Men," the hotel had hosted many of Charlotte's distinguished guests for over 35 years.

William's building at Tryon and 4th Streets, had hosted his bank, a court room, a post office and an elegant hotel. In 1945, the upper floors were renovated yet again to house the newly formed Charlotte City Club.

Sources:

- Charlotte Newspapers from 1882
- "Hornet's Nest" (Book 2: Chapter 8: Business and Finance)
- Robinson -Spangler Room of the Charlotte Mecklenburg Library
- Special Collections of the Atkins Library of the University of North Carolina at Charlotte

"The Charlotte News" of 7-12-1910:

May Improve Buford Hotel

Merrs, R. M. Miller, and W. R. Johnston, the latter of Richmond, Va., owners of the Buford Hotel, decided when Mr. Johnston was in Charlotte several weeks ago, to improve the hotel. They are figuring on putting in an elevator in the front lobby; making a new entrance where the old steps on Tryon street are located, and making other improvements which are badly needed and which will add ver much to the comfort of the guests. The Commercial Bank will move into its new building on the west corner of Tryon and Fourth, within the year, and the owners of the Buford talk of converting the rooms which the bank now occupies into a cafe. If the plans are carried out the cost will be about \$30,000.

"Charlotte Observer" of 7-7-1894:

THE BUFORD HOTEL



CHARLOTTE, N. C.,
QUINCY & FALLS, Proprietors.

100 Elegantly Furnished Rooms.
Hot and Cold Baths and Water Closets on
Each Floor.
PASSENGER ELEVATOR AND ALL
MODERN IMPROVEMENTS.
RATES TO SUIT THE TIMES.
Your patronage solicited and appreciated.

Raleigh's
"New and
Observer"
of
4-8-1888

Charlotte Chronicle: The Buford House, in this city, is now under the management of the **Buford Hotel Company**, the articles of incorporation having been filed with the Clerk of the Superior Court Friday. The names of the incorporators are: Col. **Wm. Johnston**, R. M. Miller, Sen., D. A. Tompkins, and Fred. Oliver, of Charlotte, and Col. A. B. Andrews, of Raleigh, and such others as they may associate with them. The articles of incorporation set forth that the duration of the corporation shall be thirty years, and that the capital stock shall be one hundred thousand dollars, divided into one thousand shares of the par value of one hundred dollars each.

Owners Of Buford To Meet This Week

"Charlotte
News"
of
9-4-1910

Mr. W. R. Johnston, of Richmond, is expected in the city this week. Mr. Johnston is part owner of the Buford hotel with Mr. R. M. Miller.

The coming of Mr. Johnston means the getting ready for the improvements contemplated at the Buford.

Messrs. Johnston and Miller will be in consultation shortly after his arrival. It is expected that the two will arrange all matters looking toward the contemplated remodeling of this popular hotel.

Detailed Description of the Buford Hotel's Amenities ("Charlotte Observer" of 1-20-1892)

THE BUFORD HOTEL,

CHARLOTTE, N. C.

"The Queen City of the Old North State," a name both appropriate and deserved.

To all who may not be personally acquainted with the Hotel, the following facts, descriptive of it, may be of interest. It has been enlarged to nearly double its former capacity by an addition 86x46 feet and four stories, making a substantial, commodious brick and stone structure, commanding one of Charlotte's most desirable locations, in close proximity to Post Office, Opera House, Telegraph Office, the Banks, one of which, the Commercial National, occupies large rooms in the building, the business centre, embracing the Wholesale and Retail Establishments, the Churches, the beautiful and artistic building of the Young Men's Christian Association, the general offices of the Southern Express Company, and on the line of the City Railways. It is four stories, is lighted by gas and electricity, has electric Call and Return Call Bells, and is heated by steam. All rooms have open fire places and perfect ventilation. Has hot and cold baths and closet on each floor with a perfect system of sewerage. Has hydraulic passenger and baggage elevator

The clientele of the Buford Hotel primarily included traveling businessmen, but given the many amenities described here, it is easy to see why some Charlotteans chose to make this their primary home.

The office has been greatly improved and is regarded exceptionally attractive. A broad and easy stairway to the parlor floor has been introduced.

The Reading Room on Fourth Street adjoining the middle hall is another notable addition.

The ladies entrance on Fourth Street adjoins the Elevator and communicates with the Office.

Twelve elegant and spacious rooms on the Office floor, are especially adapted to the requirements of Commercial men.

The new Dining Room, with seating capacity of 200, is on the fourth floor of the new addition, and is a beautiful room. It is 15 feet in the clear; has five open fire places with oak mantels with oval French mirrors, and is also heated by steam. It is reached by Elevator from Office floor, and easy stairways. The Kitchen, Pantry and Serving room are on same floor—in rear, and has separate stairway and elevator for servants and supplies. The former Dining room will be used for balls, banquets, entertainments.

The public and guests rooms are fully and elegantly furnished, containing every appliance conducive of the rooms are en-suite furnished with Velvet and Brussels Carpets. Solid Antique Oak and Walnut furniture, and the best beds.

The new Kitchen and Pantry, equipped with all the newest appliances is "A Model of Excellence," and in connection with experienced and capable cooks, enables the Proprietor to cater successfully to the guests—making the table and its service eminently acceptable.

The Buford Hotel Bar and Billiard Rooms—the latter having four Brunswick-Balke-Colendar Tables in perfect order has been connected with the Hotel and will be conducted in an acceptable manner.

The Office is now in charge of Mr. Otis Channon Jackson, an experienced hotel man from Chicago; Mr. James Hamill, who comes well endorsed from Willard's Hotel, Washington City, and our own townsman, Mr. W. M. Barringer.

The patronage of all is most respectfully solicited, that of Commercial Men and Tourists especially, to whom every possible convenience will be afforded.

Engraving at right from the Special Collections of UNCC's Atkins Library.

Excerpt from a Review of a Buford Hotel Event:

"Charlotte Observer" of 11-8-1889:

THE BANQUET AND BALL

**Gov. Fowle and Senator Vance
Were the Honored Guests**

It was about quarter to eleven o'clock last night when all were seated at the banquet. The supper was laid in the spacious dining hall of the Buford Hotel, the tables stretching the full length of the long hall, running nearly half the block deep. There were two short tables at the head of the dining hall facing the street, and to the left of the entrance. At the head of the first of these tables sat Capt. T.R. Robertson with Gov. Fowle to his right, and Capt. Armstead Burwell who introduced Gov. Fowle in response to a toast, "Our Honored Guest." To the right of His Excellency sat Mrs. H.C. Jones, and to her right was Col. Jones who so gracefully spoke to the toast, "The Bar." Frank I. Osborne who won fresh laurels in his exquisite speech on woman, sat next to Col. Jones.

At Capt. Burwell's left was Mrs. T.R. Robertson, and next in order Capt. John and Mrs. Wilkes, and Willis Dowd and Miss Maggie Clarkson. At the foot were the well known insurance man J.B. Church and Mrs. Robt. M. Oates, and on the left of the foot were Robert M. Oates and Mrs. J.B. Church.

At the head of the second small table and Col. Jno. L. Morehead and North Carolina's favorite son, Senator Zebulon B. Vance. To Col. Morehead's right were the following: Mr. and Mrs. Ed Carson, W.L. Hill, of Raleigh, Mrs. Ross, of Brooklyn, Mrs. Kittelle and Col. Wm. Johnston, and at the foot was Mr. Kittelle, the popular proprietor of the new Buford Hotel. To the left of Senator Vance was Mrs. John L. Morehead, and following on her left, were Charlotte's favorite and well beloved Judge Shipp, and Miss Estelle Ross and R.M. Miller Jr.

Below the entrance, stretching to the entire length of the hall, were two long tables, gathered at which were arrays of gentlemen in regulation evening dress and ladies clad in all the beautiful fabrics that the market affords and exquisite taste suggests. No more beautiful scene has been presented here in many a day than was this long hall of brilliant men and beautiful women gathered in social enjoyment.

The long tables were beautifully set with snowy linen and exquisite china, and decorated with profusions of rarely tinted chrysanthemums. The menu was equal to the occasion, and the service was perfection, and reflected great credit upon the management of this recently noted hostelry.



Excerpts from a Review of a Buford Hotel Banquet
("Charlotte News" of 2-7-1890)

THE BANQUET LAST NIGHT.

**A Pleasant Occasion, Where Good
Feeling Prevailed—The Speakers.**

The banquet by the Chamber of Commerce at the **Buford Hotel** last night was one of the most pleasant occasions of the kind yet known in Charlotte. The banquet was spread in the new dining room on the fourth floor of the Buford and the doors were thrown open at 9 30 o'clock. There were over 100 guests present and the four long rows of tables furnished ample accommodations for all.

The affair was an elegant one in all its appointments. Good humor reigned and the general trend of the speeches was one of encouragement for Charlotte. The banquet gave those present an opportunity to view the elegance of the **Buford Hotel** in its new equipment. It is a gem of a hotel and money has been liberally expended in its furnishing and equipment. An inspection of the rooms and halls, and general arrangement of the hotel, brought forth general expressions of admiration from all.

New South Business and Civic Leader in Charlotte - Mayoral Service

Local Accomplishments During William Johnston's Mayoral Years

William Johnston was a Mayor of Charlotte, who served between 1875 and 1878, and again between 1885 and 1887. A website of the Mayor's Office has noted the events below associated with those periods.

William Johnston's First Administration (Three Consecutive One-Year Terms, 1875 - 1878):

The town of Huntersville was incorporated. St. Peter's Hospital, forerunner to the Carolinas Medical Center, opened. (It was the first civilian hospital in North Carolina.) The rail track from Charlotte to Atlanta, GA, was completed.

William Johnston's Second Administration (One Two-Year Term, 1885 - 1887):

Railroad service was opened to Asheville, NC. Thompson's Orphanage was organized by the local Episcopal Church. Buford Hotel opened in 1885. Myers Street School became the first grade school for African-American children in 1886. Horse-drawn street cars began operating in downtown Charlotte in 1887, and the first electric street lights were installed.

"The electric lights, street railway and sewage were all introduced during his term in office, and in one year."

"Prominent Living North Carolinians" by Jerome Dowd; 1888

"During the four terms in which he served the city as mayor he conducted its affairs with so much ability as to always rank him as one of the best mayors Charlotte ever had. At one time when he ran for the mayoralty, he was the only nominee, no one being strong enough to oppose him."

"Charlotte Observer" Obituary of 1896

"Col. Johnston was elected Mayor of Charlotte ... He served four terms, giving great satisfaction. The town prospered under his administration very greatly. He was a wise financier, and used the peoples' money most judiciously, solely for the benefit of the town."

"The History of Mecklenburg County: From 1740 to 1900" by J.B. Alexander, M.D..
Observer Printing; Charlotte, NC; 1902

Creation of the Myers Street School for African-American Children

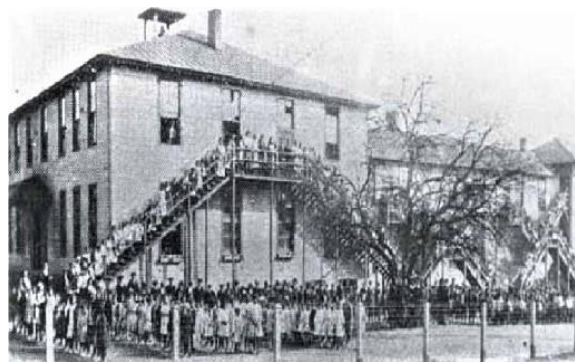
The Myers Street School, at 515 South Myers Street, was Charlotte's first grade school for African-American children.

On November 2, 1885, a petition was presented to the Board reciting the insufficiencies of schools for African-American children. This petition was referred to the School Committee. The following year, action was taken to build a new school.

Though the school wasn't Mayor Johnston's initiative, he did preside over the Board meetings where decisions were made to move forward with buying property and building a new school for African-American children. *

At the turn-of-the-century, the Myers Street School was Charlotte's only public school for African-American students. By the late 1940's, it was the state's largest elementary school for African-American students.

* Office of the City Clerk, Charlotte, North Carolina



The Myers Street School of Charlotte, NC
(This 1886 photo has been archived by the Charlotte Mecklenburg Library.)

Of course, one of the perks of being Mayor is being able to lead local celebrations.
Alexandria Gazette (Alexandria, VA) of 5-20-1875:

THE MECKLENBURG CENTENNIAL.—The celebration of the centennial anniversary of the Mecklenburg Declaration of Independence commenced in Charlotte, North Carolina, in Independence Square, the site of the old Court House in which the Convention sat, yesterday. A flag-pole, 115 feet high, crowned by a hornets' nest, had been raised on the spot, and the American flag was hoisted, amidst a salute of 38 guns from the Richmond Howitzers and an artillery company from Raleigh. When the national flag was hoisted it went up with a succession of cheers. The crowd formed in a circle around the flagstaff, the inner line composed of uniformed firemen. Col. William Johnston, mayor of Charlotte, and Hon. Curtis H. Brogden, Governor of North Carolina, occupied seats on an extemporized platform. Colonel Johnston, in a few patriotic sentences alluding to the centennial, introduced the Governor, who addressed the assemblage, for about fifteen minutes, and was repeatedly interrupted with cheers. He said the principles of liberty enunciated by the fathers of the revolution one hundred years ago, on the spot upon which he stood, would live throughout all time. Last night a great many dwellings and other houses were illuminated with gas, candles and Chinese lanterns, while transparencies, with mottoes commemorating the event, were numerous. The centennial flagstaff was hung with strings of lanterns, stretching from the centre to the four corners of the square. Very great enthusiasm prevailed throughout Charlotte, and the illumination was general and really magnificent.

Specific Mayoral Accomplishments (Charlotte's "Southern Home" of 6-5-1876)

To the Editors of the Southern Home :

GENTS:—Colonel William Johnston is proposed to the Congressional Convention which convenes in Wadesboro on the 7th inst, (Wednesday next) to nominate a candidate for the Congress of the United States, to be the most suitable person to to represent the people of this district in the next Congress. He is the choice of a large number of the voters living in and comprising the counties in the upper or northern portion of the district, and if nominated he will be elected by a large majority.

There is a great difference in the success of different men in life with the same opportunities. One will succeed in almost everything, where one or many others fail. Among the few successful business men of this State is found the present Mayor of Charlotte. Whether in small or great things, his life strikingly illustrates success. We cannot boast of the many high offices he has filled; but in proportion to those he has held, with the power conferred, he has accomplished more than any man in the State,

As a financier, his ability is unquestioned. If results are the tests of experience and success, who will compare with him in accomplishing much with small means?

By individual energy and ability he has added more to the wealth of this country than any man in it. He has built more miles of plank and rail roads, with less means, than any man South of the Potomac. As Commissary General of the State of North Carolina, he was useful, able and profitable to the State.

During William's 1876 mayoral term, the church he attended, St. Peter's Episcopal Church, created St. Peter's Hospital, the state's first civilian hospital. Throughout the South, churches often supported local charities. This 1907 photo of the hospital was archived by the NC State Nurses Assn.



His modesty is only equalled by his ability. In his annual report as Mayor of Charlotte, he claimed no credit for the great improvements, financial and material, made under his administration. He concedes it all to the Aldermen. But of that able Board he was the head and front in planning and executing the improvements. In extinguishing nearly \$17,000 of city debt, and making \$25,000 of permanent improvements, besides paying all the current expenses, he saved to the city not less than \$40,000 last year, as compared to former administrations. Previous boards had been annually increasing the city debt and making literally no permanent improvements.

He has been tried and found equal to all positions, and is able, practical and zealous in all he undertakes. The masses of the people all over the South, and in fact over the entire United States, have come to the conclusion that none but honest, practical, intelligent and zealous men shall fill the various offices at the disposal of the people. In **Col William Johnston** we know that we have such a man. His nomination will be hailed with delight by
MANY CITIZENS.

While visiting Boston, MA, for business, Mayor Johnston took the opportunity to present his region in the most favorable light.

Mayoral Public Relations:
Selling the New South in Boston, Massachusetts
Reprinted in "Charlotte Observer" of 7-25-1877

The Testimony of a Southern Conservative Democrat.

[From the Boston Advertiser, 21st.]

Colonel William Johnston, the present mayor of Charlotte, N. C., a Southerner by birth and education, and a democrat of the conservative school, has been in this city on business for two or three weeks past. Though not in any sense a politician, he very naturally sympathizes with the feelings of his section, and now, as for many years past, is devoting his active energy and large resources to the promotion of its material welfare. The following is the substance of several conversations with him, which, though not held for the purpose of being printed, is, nevertheless, given with his consent, as a contribution to a better understanding between his section and ours.

"However cordially," Col. Johnston says, "the democratic party of the South may have supported Mr. Tilden for the Presidency at the last election, whatever the Southern people may have thought as to which candidate was elected, a commission organized by both parties, and urged and supported by Southern democrats, certainly decided that R. B. Hayes was duly elected President. He is thus placed above the frauds of returning boards, and holds his high position by the decision of the umpire of both the

great political parties. Under this arbitrament he was bound to accept the position, and is therefore not only *de facto* but *de jure* the President of the United States.

"After a long acquiescence in the old Southern policy of military rule, the Southern democrats fought the last Presidential contest for two great principles, — self-government, home-rule and civil-service reform; in this they were sustained by many republicans. These were the leading principles of the Southern democrats. The President has restored autonomy to the States south, and made manly strides toward reforming the civil service in the short period of his term. For the first time in twelve years we feel that there is no 'Southern policy;' that the Constitution extends its broad ægis over the entire country; we realize we are once more an integral portion of the Union,—free American citizens, and have assumed the responsibilities that attach to our position. While ruled by the bayonet, all felt relieved from accountability for misrule and disorder, knowing that the sway of empire is force, while the rule of a republic is law, as expressed by the popular will. Now the obligation is very different, and we feel responsible for order and good government to all men of all races. Government can only inspire patriotism by its beneficence to those amenable to its laws.

"The tendency of military rule was to demoralize political and social life:

now law and order prevail as elsewhere in the States. The color line is rapidly disappearing, the races are becoming reconciled, and kindly feeling restored between them. All are working harmoniously together; confidence is reassured; the real development of the South has just begun, and it may soon be realized and felt over the entire Union in its social and commercial activity.

"For his wise policy in restoring autonomy to the southern States, which had been withheld since the war, the mass of his political opponents cherish the kindest feelings towards the President, who, with the patriotism of a great statesman, assumed the responsibility in defiance of the extremists of his party. Time will vindicate the constitutionality and wisdom of his course. His opponents now realize that the President is a man of more ability, individuality and independence than they supposed before the election. Should he maintain his true republican policy begun by continuing to hold that the Constitution and laws apply equally to all sections of the country, and effect a reformation of the civil service, he will have accomplished a great work and have the satisfaction of presiding over a people once more prosperous, united in feeling and interest, and inspired by one sentiment of patriotism and devotion to the Union.

"When the people of this government come to understand and know the conditions and surroundings of each other in the different sections of this great country they will ignore the extremists of all parties, and we will become a more united and prosperous nation."

New South Business and Civic Leader in Charlotte - Promoting and Sponsoring Local and Regional Improvements

Geology Advocacy

William lectured on the topic of geology in a series of lectures given in public and educational venues. His expertise in that topic had surely grown as he analyzed the geological formations upon which his many miles of railroad track had been built.

Sources (From Top to Bottom):

- "Charlotte Observer" of 9-5-1876:
- "Charlotte Observer" of 6-12-1874
- "Charlotte Observer" of 12-13-1876

The Executive Committee of the State Agricultural Society have organized the various departments and appointed the judges. Col Wm Johnston is one of the judges on Minerals, Botany, &c, and S B Alexander of Live Stock, &c., from Mecklenburg.

Don't forget the lecture of Col Wm Johnston at the Carolina Military Institute this evening. His subject is "Geology," a favorite study with Col Johnston, who, by reason of much thought bestowed on the subject, is well qualified to speak on it.

Lecture under the Auspices of the Y. M. C. A.

The President of the Young Men's Christian Association, announces that Col Wm Johnston will deliver a lecture next Friday night on the subject of Geology. The subject is one which is

Agriculture Advocacy (Pre-War)

"Charlotte Democrat" of 11-24-1857:

ANNUAL MEETING OF THE MECKLENBURG AGRICULT'L SOCIETY.

The annual meeting of the Mecklenburg Agricultural Society was held in the Court House on Thursday, the 19th instant—A. Springs, Esq., President of the Society, in the Chair.

After the calling of the roll, the minutes of the last meeting were read.

A committee was appointed to examine the Treasurer's accounts, and report at the next meeting, viz: Charles Overman and A. A. N. M. Taylor.

The committee to memorialize the Commissioners of the Town for a subscription to the Society on behalf of the corporation, was continued, and instructed to make the request again. The committee consists of J. A. Young, Wm. Johnston and B. H. Davidson.

Support of Higher Education: Rutherford College

Below-Upper: Raleigh's "State Chronicle" of 2-7-1892

Below-Lower: Raleigh's "Evening Visitor" of 2-23-1892

Col. William Johnston of Charlotte, has given \$300 to Rutherford College. He has often made gifts to this institution.

Two literary halls have been arranged at Rutherford College, of which one is named the "Johnston Hall" in honor of **Col. Wm. Johnston** of Charlotte, and the other the "Duke Hall," in honor of R. N. Duke, of Durham.

Promoting the Economic Development of North Carolina's Piedmont Region

During Reconstruction, North Carolina struggled to grow its economy. The announcement at right describes a public lecture series by Governor Vance, William Johnston and W.W. Fleming to consider agricultural, mining and manufacturing possibilities for the piedmont region.

Given his interest in geology, William may have addressed the region's mining potential.

"Charlotte Observer" of 2-23-1876

THE Citizens of Charlotte are invited to the Court House, next Wednesday evening at 7:30 P. M., to hear Mr Tilman R Gaines, whose efforts at introducing an intelligent and thrifty class of immigrants, have contributed more to the development of the material resources of the States of North and South Carolina than any other gentleman who has hitherto given his attention to this important question.

Col Wm Johnston, Gov Vance and Col W W Flemming will also address the meeting on the unsurpassed agricultural, mining and manufacturing wealth of our piedmont region.
A. B. C.

New South Business and Civic Leader in Charlotte - Promoting and Sponsoring Local and Regional Improvements

Girls' Education

William Johnston's support of Charlotte's educational institutions was not limited to boys' education.

His geology lectures were delivered to the Charlotte Female Institute as well as the Carolina Military Institute for boys.

William's geology lecture was highly praised (shown at right), but it should be noted that he was a trustee of the school's board.

"Charlotte Democrat" of 12-17-1872:

Charlotte (N. C.) Institute
Boarding & Day School for Young Ladies.

ROBERT H. CHAPMAN, D. D., } Principals.
 Mrs. V. S. M. CHAPMAN, }

Board of Trustees:—Hon. J. H. Wilson, President, Gen. John A. Young, Col. Wm. Johnston, Col. W. R. Myers, Henry B. Williams, Esq.

INSTRUCTORS:

R. H. Chapman, A. M., D. D., Ancient Languages, Mental and Moral Science.
 Mrs. V. S. M. Chapman, English, Belles-Lettres, &c.
 Gen. D. H. Hill, Pure Mathematics.
 Miss Lucy M. Ramseur, English and French.
 Miss L. W. Murphy, English Branches and Mathematics.
 Herr L. Von Meyerhoff, of Vienna, Musical Director.

The musical advantages at this school are probably unsurpassed in the whole country.
 For circulars apply to
 R. H. CHAPMAN, D. D.,
 Dec. 9, 1872. Charlotte, N. C.

"Charlotte Observer" of 5-20-1873:

The Lecture at the Institute Last Night.—A highly intellectual audience greeted Col. Johnston on the occasion of his appearance in the role of a lecturer at the Female Institute last night. The exercises were opened by a beautiful piece of music rendered in a masterly manner by Prof. Von Meyerhoff. Dr. Chapinan then introduced Col. Wm. Johnston, the lecturer of the evening. Col. J. announced as his subject: "Some of the changes, organic and inorganic, of the earth."

It is not our purpose to attempt a report of the lecture, but only to speak of it in a general way. It is well known that Col. Johnston has for some time been a geological student, and his lecture last night abundantly demonstrated that his time had been spent industriously and to good purpose. The lecture in every sentence bore the marks of the most careful study and research, and would have done credit to one who had made the subject the study of an entire life time. Learned, able, and at parts eloquent, as it was, the lover of the science of geology was fascinated with Col. Johnston's treatment of the physical history of the globe, his description of the different strata which compose its surface, and his discourse upon its different physical features.

But space is up, and we will close, with the hope that our citizens may soon again be fed with such rich intellectual food as that which was dispensed to them last night.

The **Charlotte Female Institute** was founded in 1857 at College and 9th Streets. It later operated as Long's Seminary (1891 – 1896), then as the Presbyterian College for Women. In 1912, the college relocated to the Myers Park area and was renamed Queens College. It began to admit men in 1946 and was renamed **Queens University of Charlotte** in 2002.



Lutheran Seminary

This piece describes William's effort to create a Lutheran Seminary in Charlotte.

"Charlotte Democrat" of 3-7-1890:

The Board of Alderman met Tuesday afternoon. Col. Wm. Johnston and Major C. Dowd appeared before the Board and argued in favor of the Board's ordering an election to donate \$3,500 to the Lutheran Seminary. Major Dowd said that although he did not think the Board could of itself donate the money, it was in the power of the Board to order an election on the question. If the Board favors the locating of the school here, let it order an election; and let the question of constitutionality come afterwards from some other source.

School for Civil War Orphans

"Daily Journal" (Wilmington, NC)
 Reprinted on 1-26-1867:

Miss M. A. Burn.—The name of this lady is familiar to the readers of the N. C. and S. C. papers, during the war. She devoted herself most assiduously to the condition of the sick and wounded soldiers, going from place to place as an angel of mercy. Since the war, she has devoted herself to the one object, of raising funds to establish schools in South and North Carolina for the orphans of deceased soldiers. She has established one at Columbia, S. C., and the papers announced some time ago, that Col. Wm. Johnston of Charlotte, had donated to her an eligible position for the establishment of a school in or near that city.—*Ral. Sentinel*, 24th.

New South Business and Civic Leader in Charlotte - Promoting and Sponsoring Local and Regional Improvements

Creation of a Southern Telegraph Service



None of the known biographical articles about William Johnston mentioned his involvement with the successful Southern and Atlantic Telegraph Company. The "Charlotte Observer" item below and book passage shown at right document his involvement.

This company formed in 1870. By 1874, its cables connected Washington, Richmond, Norfolk, Chattanooga, Charleston, Savannah, and the Cedar Keys. Through Cuba, it connected with the West Indian System. The company was acquired by Western Union in 1876, at which time it had 5000 miles of lines and 150 offices.* This project supported the struggling economy of the Southeastern United States during the challenging post-war era.

*"The South in the Building of the Nation: Southern Economic History, 1865 - 1909; Vol. 6"; Pelican Publishing; 1909

Reprinted in Wilmington's "Daily Journal" of 7-7-1870:

SOUTHERN AND ATLANTIC TELEGRAPH COMPANY.—This company, says the *Charlotte Observer*, has been organized under the laws of the State of New York and as directors we see the names of a number of prominent Southern men, among them Col Wm. Johnston of this city, General Wade Hampton, of S. C., General John B. Gordon, of Georgia, and others.

Excerpt from "The Telegraph in America: Its Founders, Promoters and Noted Men" by James D. Reid. (1879; Derby Brothers of New York):

THE SOUTHERN AND ATLANTIC TELEGRAPH COMPANY.

THE Southern and Atlantic Telegraph Company was organized July 14, 1869, under the Telegraph Laws of the State of New York, with a nominal capital of one million. Its route was described as beginning at New York and proceeding through Philadelphia, Baltimore, Washington and the southern States to New Orleans, Memphis and Louisville, Ky. Its real point of commencement was Washington. Its first corporators were H. A. Wendell, G. P. Baldwin and A. J. Baldwin, names sufficiently suggestive. It was started on the old familiar plea, of supplying "an increasing necessity for cheapened and more prompt telegraph facilities." Subscriptions were largely obtained by appeals to southern sentiment, and confidence in "the ability to earn at least twenty-five per cent dividends."

The first president of the Southern and Atlantic Telegraph Company was Col. William C. Patterson, of Pennsylvania. A circular, however, was issued, expressing in eloquent terms the desire "to retain the control in the hands of the business men in the southern cities, in place of leaving their interests at the mercy of strangers," and which was widely circulated. The southern heart was also fired by electing as directors James Barbour, of Virginia; William Johnston, of North Carolina; John B. Gordon, of Georgia; John B. Lafitte, of Louisiana, and Gen Wade Hampton, of South Carolina. A director was promised to each southern city, which made a fair subscription to the stock.

Chapter 6:

In the News:

Final Years and Remembrance

This portrait of William Johnston is in the possession of both the UNC Dialectic and Philanthropic Societies Foundation and Robertson - Johnston descendants. (It is unclear which is the original and which is the replica.) The UNC portrait was restored by Paul Moro of New York in 1976. UNC's Dialectic and Philanthropic Societies Foundation should be commended for the preservation of the portraits in its care.

This portrait was created by a graduate of the University of North Carolina (UNC) at Chapel Hill, William George Randall (1860 - 1905). Mr. Randall excelled in portraiture and many of his portraits are now preserved at UNC Chapel Hill, UNC Greensboro, and at the NC Dept. of Cultural Resources.



Above: Portrait of William Johnston

Image Courtesy of the Dialectic and Philanthropic Societies Foundation, University of North Carolina at Chapel Hill

Right: Gravestone Inscriptions for Mr. and Mrs. Johnston
Elmwood Cemetery of Charlotte, NC
BillionGraves.com Photographer: Carol Woodward



Final Years and Remembrance – Late-Life Professional Reputation

Col. William Johnston

This gentleman was born in that portion of Lincoln County which was sliced off from it and made into the present Gaston County. From his earliest boyhood to his riper years of manhood, and even to this day, he has been singled out as a prominent figure, around which clustered those who sought counsel and advice, either from cases of equity or law, or seeking his sound judgment in affairs of business, of political economy, and numerous other evidences have been given him that his intercourse with men and affairs had impressed all with the fact that nature had not only given him a fine and commanding physique, but that the elements of a leader of intelligence and courage were also in him.

In social contact no man is the superior of Colonel Johnston, in that gentlemanly bearing so characteristic of the man. A benevolent countenance, made charming by that snowy hair that covers a well-developed head; when speaking, he is free from verbiage, but fluent in the expression of ideas.

Colonel Johnston is intimately associated with Charlotte's growth and general prosperity. Beginning with the fifties the colonel built the Charlotte and Statesville Plank Road. In 1856, he was elected president of the Charlotte & South Carolina Railroad, which, when he accepted the office, he found badly ironed and poorly equipped, and it had never enjoyed the luxury of a dividend to its stockholders. The first year of his administration he broke the bad record and paid one and one-half percentum.

It continued a prosperous line and when the war broke out, the stock was quoted at par. In 1850, he undertook the construction of the Atlantic, Tennessee and Ohio Railroad, and in 1861, completed forty-six miles from Charlotte to Statesville.

In 1862, Colonel Johnston was a candidate for governor, but in the then unsettled condition of state affairs, and the great diversity of opinions among leaders as to the availability of certain candidates, Colonel Johnston refrained from an active canvas, virtually letting the result go by default.

After the war, the colonel began the reconstruction of the Charlotte & South Carolina Railroad, which, by individual endorsement, he successfully completed.



Late-Life Professional Reputation

This biography and drawing appeared in the "Atlanta Constitution" of 3-30-1890.

Interestingly, the Civil War was referenced but William's role in it wasn't specified. By 1890, both Charlotte and Atlanta were considered prosperous cities of the New South. Confederate service seemed less significant to many as these cities focused on the future, rather than the past.

Then followed the building of the Charlotte, Columbia & Augusta Railroad by this wonderful engineer.

In his more recent life, he was for five years the mayor of Charlotte, and it is to his administration of municipal affairs that this city owes its present healthy financial condition, and its modern improvements - macadamizing the streets, electric lighting, street railways and system of sewage.

He has never flinched from a duty as a man or citizen. He is today Charlotte's largest individual tax payer.

Final Years and Remembrance – Retirement

Traveling with Son Frank ... During his final decade of life, William did some traveling. Nearby, he enjoyed the mountains. In the spring of 1889, he and his son, Frank, passed through Atlanta in route to Mexico. Reprinted in "The Charlotte Observer" of 3-26-1889:

Col. Johnston at Atlanta.
Atlanta Journal.
Colonel William Johnston, of North Carolina, accompanied by his son, Mr. Frank G. Johnston, passed through the city this morning en route to Mexico.

Traveling with Son William ... He also traveled with his other son, William. This announcement was likely referring to White Sulphur Springs, West Virginia. (Before the war, that resort was located in Virginia.) "Charlotte Observer" of 8-11-1889:

Col. Wm. Johnston expects to leave this evening for the White Sulphur, in Virginia. He will be joined there by his son, William Johnston, of Richmond.

Portrait-Sitting ...

Raleigh's "State Chronicle" of 6-3-1891:

Col. Wm. Johnston.
A portrait of Col. Wm. Johnston, Esq., was hung in the State Library yesterday morning. It is one of the most striking and handsomest likenesses it has been our privilege to see, and it was executed by none other than Mr. W. G. Randall, one of the finest, most industrious and enthusiastic artists in the South.

Ancestral Pride ...

In his book, "Sketches of Western NC, Historical and Biographical," C.L. Hunter described the Scottish ancestry of William Johnston. (The Robertson family was also of Scottish descent.)

"The Charlotte Democrat" of 5-23-1890:

"Col. William Johnston of this city and Mr. Alex Brevard of Lincoln, will represent North Carolina in the 2nd Annual Scotch Irish Congress, to be held at Pittsburgh, PA, on May 29."

Visiting Family of Charlotte and Raleigh, North Carolina, and Richmond, Virginia ...

William and his wife, Anne Graham Johnston, had four children. Their elder son, "William" Robert Johnston, co-owned a mercantile firm in Richmond, VA.

Their younger son, Franklin "Frank" Graham Johnston, supervised the family's ancestral farm, Oak Grove, northwest of Charlotte in Lucia on the Catawba River.

Their elder daughter, "Julia" Martha Johnston, married Alexander Boyd Andrews and they settled in Raleigh. (He would become one of the state's most celebrated railroad builders, completing the construction of the Western North Carolina Railroad to Asheville and beyond.)

The Johnstons' younger daughter, Mary "Cora" Johnston, married Thomas Ross Robertson. (In Charlotte, he served as Postmaster, and in Raleigh, as Adjutant General of the North Carolina National Guard.) The Robertson - Johnston family had a home at Trade and Graham Streets, next door to Cora's parents.

Family Reunions ...

"Charlotte Observer" of 6-26-1894

Col. and Mrs. A. B. Andrews and children, of Raleigh, and Mr. W. R. Johnston, of Richmond, spent Sunday at Col. Wm. Johnston's. Col. Andrews went to Columbia yesterday. A family reunion was the occasion of the gathering.

Enjoyment of Life in Moderation ...

One journalist remembered William's enjoyment of tobacco and "the wine of the country."

"Charlotte Observer" of 5-27-1896:

James B. Randall and His Friend, Col. Wm. Johnston.

Correspondence of the Observer.

AUGUSTA, Ga., May 25 —Mr. James B. Randall, writing from Washington to the Augusta Chronicle, says of the late Col. Wm. Johnston:

"The death of my old friend, Col. William Johnston, of Charlotte, removes from earth a very remarkable character. He was the chief promoter of the Charlotte, Columbia & Augusta Railway. For many years, Col. Johnston appeared to grow no older, but the sturdiest of mortals, like the giant oaks of the forest, fall at last. He was fond of tobacco and a believer in the moderate use of "the wine of the country," so that the people who are always preaching against the evils of such habits can get no comfort from his experience. He was an entertaining talker, a singularly practical man, shrewd and wise in material affairs. His demeanor and appearance were clerical, and his countenance, bright and smiling, attracted sympathy and trust. Many a talk have I had with him in old times, and he possessed an unfailing fund of reminiscence delightful to the newspaper correspondent."

Final Years and Remembrance – Final Affairs

The Estate

As reported across the state, William's estate, in 1896, was valued at \$217,000 - equivalent to about \$6,000,000 in today's currency.

Divided equally, each child received an inheritance that was equivalent to about \$1,500,000.

Col. Johnston's Will.
The will of the late Col. Wm. Johnston was opened and read yesterday morning at the Commercial National Bank. He left all his property to his four children, without reservation or specification, to be equally divided between them. His son, Mr. W. R. Johnston, is executor.

Above: "Charlotte Observer" (5-23-1896)
Below: "Statesville Record and Landmark" of 6-5-1896

STATE NEWS.
The late Col. Wm. Johnston, of Charlotte, left an estate valued at \$217,000.

Sale of the Family Residence

"Charlotte Observer" of 11-11-1896:

FOR SALE.
The residence of the late William Johnston, on West Trade street, in the city of Charlotte. The house contains ten rooms, besides pantry and closets; bath room on both floors and four large basement rooms.
Terms easy.
Apply to W. R. Johnston, Richmond, Va., or to T. R. Robertson, Charlotte, N. C.

University of North Carolina Memorial

As shown in this announcement of the "Charlotte Observer" (10-28-1896), a stone tablet in William's memory was installed in the Memorial Hall of the University of North Carolina at Chapel Hill.

The original building of the Memorial Hall was replaced with the building shown here. Still referred to as Memorial Hall, this building now hosts the Carolina Performing Arts.

In 1931, the tablet for William, a notable North Carolinian and a UNC Trustee, was moved along with others to the new building for permanent installation. It remains on public display today.

The inscription on William's tablet is shown here.

A TABLET TO COL. JOHNSTON To Be Erected in Memorial Hall at Chapel Hill.

Tar Heel, Oct. 29th: "Two new tablets are soon to be placed in Memorial Hall. One is in memory of Walter Leak Steele of the class of '41, who died in '91. The second tablet is in memory of William Johnston of Charlotte, N. C., who was born in 1817, and died in 1896. Mr. Johnston was a member of the class of '40, a trustee, also mayor of Charlotte, and held other positions of honor and trust."



WILLIAM JOHNSTON.
BORN 1817. DIED 1896.
A. B. 1840.
TRUSTEE 1889 — 1896.
MEMBER OF STATE CONVENTION OF 1861.
COMMISSARY GENERAL OF NORTH CAROLINA IN CONFEDERATE WAR.
PRESIDENT OF CHARLOTTE, COLUMBIA AND AUGUSTA RAIL ROAD COMPANY.
MAYOR OF CHARLOTTE FOUR TERMS.
LAWYER, CAPITALIST AND ACTIVE PROMOTER OF PUBLIC ENTERPRISES.

COL. WILLIAM JOHNSTON DEAD.

**He Breathed His Last Wednesday at 5:15—
The end was Peaceful—He was a Strong
Character and His Death is a loss to
Charlotte, A Conspicuous Figure During
the War.**

At 5:15 o'clock Wednesday afternoon, surrounded by anxious children, grand-children, relatives and friends, Col. Wm. Johnston breathed his last. The dreaded end came not at an unexpected time, as life had been hanging by a mere thread for 45 hours. Thus another of North Carolina's history makers is removed.

Col Johnston was stately in appearance, courteous in mind and manner, and in his entire bearing, gentle, calm and unassuming. He was an acute financier, an able executive and a wise counsellor.

William Johnston was born in Gaston county, March 5, 1817, the son of Robert and Mary (Reid) Johnston, the latter a daughter of Dr. John Reid, a Revolutionary officer. Robert Johnston's father, also a Revolutionary officer, was of Scotch extraction, and settled in North Carolina about the year 1740. Seven sons and four daughters were born to Robert and Mary Reid Johnston, of whom, Mrs. Mary E. Davidson and Mrs. Martha M. Rankin are still living. Col. Johnston was for a while a student in the University of North Carolina, and after preparation for the bar under Hon. Richmond Pearson, late Chief Justice, entered in 1843 upon the practice of his chosen profession in Charlotte where he has resided. He continued the in active practice of law till 1856, when he assumed the presidency of the Charlotte and South Carolina Railroad Co., which prospered under his management as it never had, and until its destruction by Sherman in February, 1865, was of inestimable service to the Confederate Government. In 1859 Col. Johnston inaugurated and

constructed 46 miles of the Atlantic, Tennessee and Ohio railroad, but the on-coming of the war interrupted the further prosecution of the enterprise. Mr. Johnston was a staunch supporter of the Southern cause, and was sent by the people of Mecklenburg to the Convention called by the Legislature in 1861 to consider Federal relations. In this convention Col. Johnston strongly advocated North Carolina's adherence to the Confederate cause. A second Convention was called for May 20th, 1861, and he was again called. He was afterwards induced to run for Governor of his State in March, 1862, but was defeated by the late Senator Vance. In the transportation of men and munitions of war, Col. Johnston rendered the South valuable services. After the close of the war he completed the line of rail-railroad from Columbia to Augusta, by great enterprise, against great odds in the opposition of powerful financial corporations. He retired from active business in 1873, and has since then devoted his entire time to his private interests.

On the arrival of President Davis in Charlotte April 18, 1865, he was met by Col. Johnston who took him to the home of a man named Bates, who lived on the corner where the Express office now stands. Mr. Davis was there making an address to the crowd that had gathered to greet him, when a telegram was handed him. On reading it his face assumed a serious expression and passing it to Col. Johnston, Mr. Davis withdrew into the house. Bates reported to the United States government that on receiving the news of Lincoln's assassination President Davis spoke exultingly. On the arraignment of Mr. Davis by the Government under Bates' scandalous charge, Col. Johnston voluntarily went to New York to furnish Davis' counsel with the facts.

Col. Johnston was married in 1846 to Miss Anna Eliza Graham, daughter of Dr. George F. Graham, brother of Wm. A. Graham, and to them were born: Julia M., wife of Col. A. B. Andrews, Raleigh; Frank G., Cora J., wife of Capt. T. R. Robertson, and W. R. Johnston

Mrs. Johnston died in 1881. The children all survive.

Col. Johnston was one of Charlotte's wealthiest citizens. He owned valuable property here and in Memphis. Besides other property which he owned, he was a part owner with Mr. R. M. Miller, of the Buford House.

Col. Johnston was elected mayor of Charlotte and served as follows: May, 1875, first term, to May, 1876, one year; May, 1876, second term, to May, 1877, one year; May, 1877, third term, to May, 1878, one year, and May, 1885, fourth term to May, 1887, two years.

Miss Jane Andrews and Messrs John, Alex and Wm. Andrews, grand-children of Col Johnston, arrived last night, making the family circle complete.

THE FUNERAL.

The funeral services will take place this afternoon at 5:30 o'clock at St. Peter's Episcopal church.



William Johnston

NORTH STATE NEWS.

COL. WILLIAM JOHNSTON DEAD.

One of Charlotte's Oldest and Most Prominent Citizens.

Col. William Johnston, one of Charlotte's oldest residents and most prominent citizens, died at his residence in that city Wednesday. He was in his seventy-ninth year. Col. Johnston was born in Lincoln county seventy-nine years ago. He was a son of Robert Johnston, Sr., and the grand-son of Col. James Johnston, a Revolutionary patriot. The family was of Scottish descent. His grand-father on his mother's side was Capt. John Reid, a gallant Revolutionary officer and Senator from Lincoln County. Colonel Johnston was graduated at Chapel Hill, studied law under Chief Justice Pearson, and commenced the practice of his profession in Charlotte in 1842. In 1846 he was married to Miss Anne Eliza Graham; she died in 1881. He was at that time president of Charlotte and Statesville Plank Road corporation, and built twenty-five miles of the road. In 1856 he was made president of the Charlotte and South Carolina Railroad.

He then abandoned the law and turned his attention to the wider field of railroad operation. He was notably successful from the very start, and the road in his hands prospered. He kept the line open and hauled supplies to the Confederate army until February 1865, when the Federals destroyed the road. In the face of seemingly insur-

mountable obstacles he constructed the Columbia and Augusta railroad, and put it in operation, and did this without aid from the State. In 1866 he rebuilt the Charlotte and South Carolina railroad. At that time he had built and rebuilt, without State aid, more miles of railroad than any other man south of the Potomac and the Ohio.

Governor Ellis in 1861 appointed him to the position of Commissary General of the State, to accept which he resigned his seat in the Secession convention. At that time the Constitution debarred Jews from holding office in the State. He introduced the ordinance, which passed the convention, giving them all the rights of citizenship. By his financial acumen he made an arrangement with the Confederate government by which his administration as Commissary General cost the State nothing. After nearly a year as Commissioner General, he resigned to resume the management of the railroad in which he was interested.

At the time of his death his estate was estimated at \$250,000.



Charlotte's Elmwood Cemetery

William Johnston and many of his family members were interred at Charlotte's Elmwood Cemetery.

From that cemetery, one can glance upward and see the towering skyscraper that today houses the Bank of America, successor of the bank William Johnston helped to create, the Commercial National Bank.

Photo: Charlotte - Mecklenburg
Historic Landmarks Commission

THE LATE COL. WM. JOHNSTON.

A conspicuous figure is removed in the death of Col. William Johnston at his home in this city yesterday. Charlotte had no more prominent citizen. His name was familiar throughout the State and his reputation as a financier and a man of affairs covered a very large part of the South and extended to the great centres of the country. He had been engaged in many large enterprises and his character as a man of large business sagacity was many years ago established. He was eminently successful for himself, and equally so as the head of various railroad and other enterprises with which he had to do. Col. Johnston was not unknown, either, in the field of politics. Though not often in political places, he was an influential factor, at various periods of his life, in public affairs, and possessed qualities which would have given him great usefulness in public place. He was, moreover, a student and a scholar—a man of wide reading and varied learning. The general public, which knew him so well as a capitalist and business man, did not, perhaps, credit him with the scholarly acquirements to which he had attained.

In his personality Col. Johnston was very striking. He looked the patriot. His presence was singularly impressive. To a face and figure particularly handsome, he added a carriage which would have attracted favorable attention anywhere, and to this all the graces of manner and charms of speech which belong to one born a gentleman and all whose associations have been with gentlemen. We read of "gentlemen of the old school;" of such, emphatically, was Col. Johnston. He seemed always a link in a chain leading back to a higher type of men.

A useful citizen, an able man, a high-minded gentleman—there are none too many like him. He will be mourned and missed.

This hometown obituary ("Charlotte Observer" of 5-21-1896) summarized William as, "a useful citizen, an able man, a high-minded gentleman." He certainly led a remarkable life.

William's interests included law, transportation systems, finance and banking, governance, insurance, hospitality, educational philanthropy and leadership, geology, and farming. Aside from simply studying, however, he developed and successfully applied his interests for the betterment of his community and region.

In "Prominent Living North Carolinians" (1888), Jerome Dowd also noted the wide range of William's interests:

"The energy of Col. Johnston, his enterprise, his cautious but progressive spirit, and his great ability to utilize the resources at his command with foresight are worthy of the highest praise; and also, of imitation.

His business enterprises have shown him to be a man of broad, liberal, and far-seeing faculties. He is practical and economic in executing his plans; stern but generous in his requirements of others, and quick and decided in action. His policy has been public spirited; and has greatly promoted the general weal in his section.

Added to this financial ability, he has displayed that rare quality of inspiring confidence in his ability to succeed.

His interest in affairs has not been altogether confined to financiering. He is a man of general culture. He is familiar with the political history of our country, and has a fine appreciation of English literature. He has given much study to historical and scientific subjects..."

Final Years and Remembrance

William Johnston's Chronology

Old South Events

- 1817: Born in Lucia, NC - 15 Miles Northwest of Charlotte, Near the Catawba River
- 1840: Graduated from the University of North Carolina (Chapel Hill);
Began Legal Studies with Richmond Pearson at the Richmond Hill Law School
- 1842: Obtained License to Practice Law in North Carolina's Superior Courts;
Settled in Charlotte, NC, and Began Private Legal Practice
- 1846: Married Anne Eliza Graham, Niece of NC Governor William Alexander Graham
- 1850: Delegate at a Convention in Statesville Proposing to Create a Plank Road
between Charlotte and Statesville, NC (Charlotte & Taylorsville Plank Road);
Elected President (Afterwards Gathering Subscriptions)
- 1852: Charlotte & South Carolina RR Began Service (Charlotte's 1st Railroad)
- 1854: North Carolina RR Began Service (Charlotte's 2nd Railroad)
(State-Funded; No Evidence Found of Any Involvement by William)
- 1855: Co-Organized a Meeting in Charlotte to Propose the Creation of the
Wilmington, Charlotte & Rutherfordton Railroad (Afterwards Gathering
Subscriptions) - Helped to Connect Charlotte with Wilmington (NC Seaport)
- 1856: Elected President of Charlotte & SC Railroad; Ended Private Legal Practice;
Quickly Improved Railroad's Physical and Financial Condition - Helped to
Prevent Charlotte from Losing its Connection with Charleston (SC Seaport)
- 1859: Began Initial Construction of the Atlantic, Tennessee & Ohio Railroad
Between Charlotte and Statesville, NC
- 1860: Elected President of the Atlantic, Tennessee & Ohio Railroad
- 1861: Wilmington, Charlotte & Rutherfordton Railroad Began Service
(Charlotte's 3rd Railroad);
Atlantic, Tenn. & Ohio Railroad Began Partial Service (Charlotte's 4th Railroad)

Civil War Events

- 1861: Elected as a Mecklenburg County Delegate to NC's Secession Convention;
Proposed NC Constitutional Amendment to Expand State's Religious Tolerance;
Served as Commissary General of North Carolina (June to September of 1861)
- 1862: Lost the North Carolina Gubernatorial Election to Zebulon Vance
- 1863: Columbia & Augusta Railroad Co. Incorporated (As a Confed. Military Necessity)
- 1864: Declined Offer of Commissary General of the Confederacy

Note: These dates were obtained primarily from period newspapers and thus may differ from those provided in earlier biographical profiles.

- 1865: Began the Initial Construction of the Columbia & Augusta RR;
Sherman's Army Destroyed 60 Miles of the 110-Mile Charlotte & SC RR;
Personally Supervised the Wartime Rail Evacuation of Columbia, SC;
Hosted Confederate President Jefferson Davis in Charlotte,
Together Receiving News of Pres. Abraham Lincoln's Assassination

New South Events (Reconstruction and Beyond)

- 1865: Received Official Pardon from President Andrew Johnson
- 1866: Rebuilt War-Damaged Charlotte & South Carolina RR;
Lost Home to Arson (609 North Tryon Street in Charlotte)
- 1869: Completed the Initial Construction of the Columbia & Augusta RR;
Consolidated Two Railroads (C&SCRR and the C&ARR) into the
Charlotte, Columbia & Augusta RR (It was nationally announced as the
fastest route between New York City and the deep South.)
- 1870: Co-Purchased Charlotte's Partially Built Ornate Landmark Building on
Tryon Street (Which Would Be Completed as a Bank and Luxury Hotel);
Served as a Director of the Southern & Atlantic Telegraph Company
- 1871: Rebuilt AT&O RR Between Charlotte and Statesville
(It had been disassembled during wartime to maintain other railroads.)
- 1872: Served as Charlotte Female Institute Trustee (Predecessor of Queens Univ.)
- 1873: Retired from Railroad Management (Announced in November of 1872)
- 1874: Became a Charter Member of Charlotte's Commercial National Bank
(Predecessor of Today's Bank of America);
Began Geology Lecture Series at Charlotte's Colleges and Schools
- 1875: Began First Term as Mayor of Charlotte (Reelected in 1876 and 1877)
- 1879: Advised NC Gov. Jarvis during Completion of the Western North Carolina RR
- 1881: Death of Wife, Anne Eliza Graham Johnston
- 1885: Began Second Term as Mayor of Charlotte
- 1886: As Mayor, Presided Over the Creation of the Myers Street School,
Charlotte's First Grade School for African-American Children;
Co-Purchased the Buford House and Began Major Expansions and
Improvements to Create the Buford Hotel (Tailored for Businessmen)
- 1889: Began 7 Years of Service as a Univ. of North Carolina (Chapel Hill) Trustee
- 1890: Recorded as Charlotte's Largest Individual Tax Payer
- 1891: Portrait, Painted by William George Randall, Hung in the State Library of NC
(Now at the Dialectic and Philanthropic Society of the UNC at Chapel Hill)
- 1896: Death of William Johnston

Appendix:

Family and Childhood Home

This chart lists the immediate relatives of William and Anne Johnston, subjects of this biography. It does not name William's many siblings, who will be identified later. The hometowns listed indicate primary adult residences.

Rev. War Col. James Johnston (About 1742 - 1805)
+ Jane Ewart Johnston (1755-1795)
(They lived at "Oak Grove" in Lucia, NC)

Of Scottish descent, James Johnston had migrated from Pennsylvania to North Carolina before the Rev. War.



Rev. War General Joseph Graham (1759-1836)
+ Isabella Davidson Graham (1764-1808)

(Their home in Lincoln County, NC, "Vesuvius Furnace," was near their iron foundry. This image, from VisitNC.com, shows the house currently.)



Robert Johnston (1777-1854) + Mary Reid Johnston
Planter
(They lived at "Oak Grove" in Lucia, NC.)

Mary was a daughter of Dr. John Reid (Rev. War Captain and State Senator) and Sarah Sharp Johnston. The Reid family lived at "Catawba Springs."

"George" Franklin Graham (1794-1827) + Martha Anne Harris Graham
Doctor and Brother of NC Governor William Alexander Graham
(They lived in Memphis, TN. After his death, she returned to NC.)

William Johnston (1817-1896)

"Anne" Eliza Graham (1827-1881)

"Julia" Martha Johnston
(1846-1915)
+ Alexander Boyd Andrews I
(1841-1915)
Railroad Builder and President
(Raleigh, NC)

"Franklin" Graham Johnston
(1848-1916)
Farmer and Property Manager
Unmarried
(Lucia and Charlotte, NC)

Mary "Cora" Johnston
(1852-1901)
+ Thomas Ross Robertson I
(1849-1922)
Adjutant General of NC Nat'l Guard
(Charlotte and Raleigh, NC)

"William" R. Johnston
(1854-1922)
Co-Owner of a Mercantile House
+ Jennie McPhail Welch (Her 2nd Marriage)
(Died 1910)
(Richmond, VA)

Col. James Johnston, Revolutionary War Officer (William's Grandfather)

A native of Scotland, James was born in 1742. He came to North Carolina with his father, Henry Johnston, and settled in the area then known as Tryon County. James married Jane Ewart before 1776 and they had two children, Robert Ewart Johnston and Sarah Johnston.

During the Revolutionary War, James' military record was considerable. Following his efforts in the 1775-1776 Snow Campaign of upstate SC, he was promoted to Captain by Col. William Graham. James supported General Griffith Rutherford's campaign to weaken the Cherokee before they could combine with the British, was then promoted to Colonel, and in 1780 played a key role in the Battle of Ramsour's Mill.

James' name appears on the Battle of King's Mountain National Monument but the NC Office of Archives and History, and other researchers, have questioned his involvement in that particular battle. (The earliest known historical narrative claiming involvement was in C.L. Hunter's "Sketches of Western North Carolina," published in 1877 – 97 years after the battle.) The King's Mountain question in no way diminishes James' years of exemplary service to the Patriot cause.

James served in the Provincial Congress of April 1776, and in the NC Senate from 1780 to 1782. He was an elder of the Unity Presbyterian Church. (That church is still active in Denver, Lincoln Co., NC - 11 miles north of James' former homesite in Lucia, Gaston County.) James died on July 23, 1805 and was interred in a private cemetery at Oak Grove.

Built in 1782, Oak Grove was the Johnstons' home. The two-story brick house stood in Lucia until the 1950's, when it was demolished. The community of Lucia, near the Catawba River northwest of Charlotte, was first part of Tryon County,

**Col. James Johnston and
Jane Ewart Johnston
Grandparents of William Johnston
Lucia, NC**

The above was adapted from a NCPedia profile by Hayden Asbury (NCSU, 2013) and other sources.

Col. James Johnston's Family Cemetery at Oak Grove in Lucia, NC

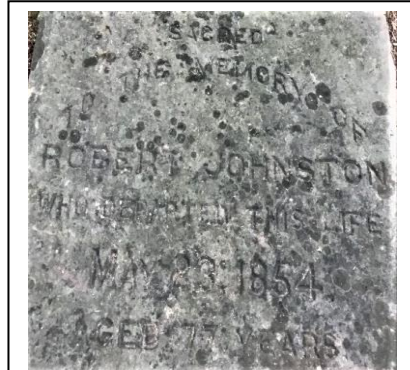
Photographed in 2020



The four extant gravestones, once surrounded by an ornate iron fence, have been clustered together within a circle of trees.

The lower-right (largest) stone pertains to Col. James Johnston: "Sacred to the Memory of Col. James Johnston, Who Departed This Life July 23..." Above his stone is an illegible stone believed to pertain to his wife, Jane Ewart Johnston.

The lower-left stone pertains to their son, Robert Ewart Johnston (William's father): "Sacred to the Memory of Robert Johnston, Who Departed This Life May 23, 1854, Aged 77 Years." The stone above his regards his wife, Mary Reid Johnston. It now reads: "Mrs. Mary Jo... Who Departed This Life July 24, 1857, Aged 68 Years."



Inscription for Robert Johnston

The cemetery is on private property but may be accessed by descendants, with prior approval from the property owner.



Inscription: "Col. James Johnston"

Childhood Home: "Oak Grove" Plantation in Lucia, NC
 ("Charlotte Democrat" of 1-12-1858)

FOR SALE.
A Valuable Plantation,
*Fifteen miles west of Charlotte, in Gaston
 county, within two miles of the Plank
 Road between Charlotte and
 Lincolnton.*



Said Plantation is on the west
 side of the Catawba River, con-
 taining about **FOUR HUNDRED**
ACRES:—about eighty-five acres,
 River Bottom; ten acres, Meadow land—yield-
 ing an abundant crop of hay twice a year; one
 hundred and twenty-five acres good upland,
 lying very level, and the balance in woodland,
 well timbered, and extending within two hun-
 dred yards of a Saw Mill owned by John R.
 Johnston, Esq.

On the place there is a large
 Brick House, Kitchen, Negro Houses,
 Cribs, Stables, a new large and spacious
 Barn, Blacksmith Shop, Cotton Gin and Screw.



There is also a large Orchard of peach and ap-
 ple Trees, worth at least one thousand dollars;
 and in addition a good vegetable garden.

The Plantation is well known as the residence
 of the late Robert Johnston; having been care-
 fully cultivated and from the manner in which
 it lies, is capable of indefinite improvement.

The place is well watered, having three very
 excellent Springs, situated in different parts of
 the plantation.

The Johnston family's farm produced a range of products, including wheat, peaches, apples, vegetables, cotton, logging and hay. This diversity of products may have aided the farm's transition in the post-war economy.

Though advertised in 1858, Oak Grove remained in the Johnston family for much longer. According to an obituary, Oak Grove was the primary residence of William's son, Frank, in 1916. Though educated at the University of Virginia and Georgetown University, Frank apparently preferred his grandfather's farming lifestyle.

Oak Grove was farmed by the Johnston family for 134 years, from 1782 to 1916.

Any one wishing to examine the plantation
 can do so by applying to Jno. R. Johnston, Esq.,
 residing within one mile of the place, or in his
 absence, to Dr. Sydney X. Johnston, two miles
 distant at Castania Grove, on the Plank Road
 above mentioned.

Possession of the premises given on the 1st of
 January, 1858, and to any purchaser desirous of
 sowing wheat, permission will be granted to do
 so at the proper season.

This has always been regarded as the best
 plantation on the Catawba River, and my busi-
 ness arrangements being such that I cannot
 occupy it at this time, it will be sold during the
 ensuing season; therefore early application would
 be advisable.

Price and terms will be made known by ad-
 dressing me at 27 Murray, and 31 Warren
 Streets, New York City, care of Churchill, John-
 ston & Co., until 1st of November; after that
 date, at Columbia, S. C. Or apply to William
 Johnston in Charlotte.

RUFUS M. JOHNSTON.

Sept. 29. 1857.

4m

Childhood Home: The Johnstons' "Oak Grove" House in Lucia, NC

The "Oak Grove" home, built for Rev. War Col. James Johnston, was demolished as part of 1950's "urban renewal." Fortunately, earlier that decade, local historians published the house's description, transcribed below. Local historians provide their communities with priceless documentation. From this, we gain a sense of William Johnston's childhood home.

The transcribed article below appeared in the column, "Col. Gaston Gossips," by Jas. W. Atkins ("The Gastonia Gazette" of 6-20-1950).

This photo of James Johnston's House (Oak Grove of Lucia, NC) is archived at the Library of Congress. (Collection: "Carnegie Survey of the Architecture of the South")

OLDEST BRICK HOUSE - Last Wednesday, Col. Gaston accompanied about 50 women, most of them members of the William Chronicle Chapter Daughters of the American Revolution, on a pilgrimage to "Oak Grove," near the northeastern line separating Gaston from Lincoln County. This is said to be the first brick house built west of the Catawba River.

Exact date of the building of this two-story brick residence is not known through the descendants of Col. James Johnston, who built it and resided there for many years. We are reasonably sure that it was built in 1782 ... Col. Johnston died in this home July 23, 1805, aged 63 years. He and his wife, who was Jane Ewart, are buried, along with other members of the family, in a family cemetery across the road some three or four hundred yards from the house. When Rufus M. Johnston of Gastonia, who owned the property at the time, sold it to the Duke Power Company as part of their protective marginal acreage along the Catawba River above the Mountain Island Dam and power plant, he reserved the burying ground and an entry to it from the road. It is enclosed with an iron fence and is fairly well kept. Just how many Johnstons are buried there no one knows as many of the markers have fallen and are buried under the soil or have been removed. Only visible ones are the four graves, of the above-ground type, in which Col. Johnston and wife are buried and those of their son, Robert Johnston and his wife, Mary, the former having died in 1854 and the latter in 1857.

Oak Grove is two miles east of the Charlotte - Lincolnton Highway. The road to it turns off a block or so south of the Castanea Church. It is a good gravel or sandclay road, a little "washboardy," but not too bad for driving.

The house itself was built of brick made by slaves on the farm near the house site. It has long been occupied by tenants and is now occupied by a family of Negroes. In recent years, porches have been added at front and rear, both covered with tin as is the main roof now. The brick work is in a fair state of preservation, though one corner was knocked off many years ago by the falling of a giant oak tree. It was substantially patched but the renovation shows plainly. From the attic there was a port hole at each end of the house from which the occupants fired on attacking Indians. These have both been bricked up many years ago. They also plan to erect near the house itself another marker of bronze or granite giving additional information regarding the structure and its history.

The original woodwork stands on the interior. The floors are boards about 12 inches in width and in the original living room there is a large homemade fireplace which probably contains some secret panels.

In his "Sketches of Western North Carolina," first published in 1877, C.L. Hunter devotes considerable space to Col. Johnston and his family and their activities before, during and after the American Revolution. Mrs. Sue Ramsey Johnston Ferguson of Taylorsville, a daughter of Rufus M. Johnston of Gastonia, has long been interested in the preservation of this historic spot. A suggestion has been made, and Col. Gaston seconds it, that the Duke Power Company be approached with a proposition to turn the property, that is the house and a small acreage around it, to the



DAR for restoration and occupancy as a museum. The mere fact that it is the first brick house built west of the Catawba River gives to it a historical significance that would attract many visitors from a distance. This particularly if and when the State Highway Commission can be induced to pave the two mile stretch of road out to the main highway at Castanea Church.

The William Chronicle Chapter DAR is planning to ask the State Historical Commission to erect a standard state marker on the highway two miles distant bearing a brief legend as to the house and its original owner and occupant.

Robert Johnston (1777 – 1854) and Mary M. Reid

- **Son and Daughter-In-Law of Col. James and Jane Ewart Johnston -**
- **Parents of William Johnston and William's Siblings Listed Below -**

In "Sketches of Western North Carolina, Historical and Biographical" (1877), Cyrus L. Hunter listed the 12 children of Robert and Mary Johnston, and their spouses. (Mr. Hunter's complete profile, published during one of William's mayoral terms, also provides some detail regarding the family's genealogy. Hunter identified some contemporaries but was primarily focused on earlier times, from James' Revolutionary Era to prior generations.)

Information from other sources has been added here, including the italicized burial information. All data here, including retained spelling discrepancies and Mr. Hunter's data, awaits verification from other sources.

Remarkably, all twelve siblings survived the Civil War. Two sons became doctors and four daughters married doctors. Four of the brothers, James A., Sidney H., Thomas L. and William, graduated from the University of NC. ("Prominent Living North Carolinians," Jerome Dowd, 1888)

Robert Johnston married **Mary M. Reid**, daughter of Capt. John Reid. (Capt. Reid was Rev. War soldier, a Senator from Lincoln County in 1810 and 1811, and again in 1817 and 1818, and former proprietor of the Catawba Springs plantation.) They raised 12 children, all of whom attained the age of maturity and survived their parents. Robert was an industrious farmer, and a well-regarded member of society; for many years an elder of the Presbyterian Church at Unity, and died peacefully on May 23, 1854. His wife, Mary, died on July 30, 1857. Both were buried at Oak Grove.

Descendants of Robert and Mary Johnston, 2nd generation:

Sarah Johnston married Dr. Benjamin Johnson, of Virginia.

James A. Johnston married Jane Byers, of Iredell Co.

The graves of James Alexander Johnston (1809-1882) and his wife Jane Cecellia Byers Johnston (1821-1863), are located at the Centre Presbyterian Church Cem. of Mooresville, NC.

Dr. Sidney X. Johnston married Harriet Connor, of Lincoln Co.

The graves of Dr. Sidney Xavier Johnston (1811-1885) and his wife, Harriet K. Conner Johnston (1818-1883) are located at the Unity Presbyterian Church Cem. of Denver, NC – near Lucia.

Jane Johnston married first, John D. Graham, second, Dr. William B. McLean, of Lincoln Co.

John R. Johnston married first, Delia Torrence, second, Laura E. Happoldt, of Burke County. *The graves of John Reid Johnston (1815-1881), and his wife, Delia R. Torrance Johnston (1832-1861), are located at Castanea Presbyterian Church Cem. of Stanley, NC – near Lucia. (Also known as White Haven Epis. Cem.)*

Robert Johnston married Caroline Shuford, of Lincoln Co.

Dr. Thomas L. Johnston married Dorcas Luckey, of Mecklenburg Co.

The graves of Dr. Thomas Lynn Johnston (died 1879) and his wife, Dorcas Ann Luckey (1831-1911), are located at the Laurelwood Cem. of Rock Hill, SC.

Harriet M. Johnston married William T. Shipp, of Gaston Co. *The graves of Dr. William Thomas Shipp (1817-1892), and his wife, Harriett Minerva Johnston Shipp (1823-1889), are located at the Goshen Cem. of Belmont, NC.*

Mary E. Johnston married Dr. William Davidson, of Mecklenburg Co.

The grave of Mary Johnston (1827-1897) is located at the Elmwood Cem. of Charlotte, NC – near many of her Johnston relatives. The grave of her husband, Dr. William Speight MacLean Davidson (1817-1873), is located at the Hopewell Presbyterian Church Cem. of Huntersville, NC.

Martha M. Johnston married Col. J.B. Rankin, of McDowell Co. *The graves of James Blackburn Rankin (1830-1903), and his wife, Martha M. Johnston Rankin (1829-1887), are located at Elmwood Cem. of Charlotte, NC.*

Col. William Johnston, Mayor of Charlotte, married Ann Graham, of Mecklenburg Co. *The graves of William Johnston (1817-1896) and his wife, Anne Eliza Graham Johnston (1827-1881), are located in the Elmwood Cem. of Charlotte, NC.*

Rufus M. Johnston married Cecilia Latta, of York Co., SC. *The graves of Rufus M. Johnston (died 1869) and his wife, Latta Crawford Johnston (1830-1891), are located at the Elmwood Cemetery of Charlotte, NC.*

In Memoriam - Mrs. William Johnston

Passed away from earth on the morning of the 13th of October, 1881. Mrs. Ann E. Johnston, wife of Col. William Johnston, of Charlotte. Another noble life has gone out, leaving a void, which in some hearts, can never be filled. It is usual to eulogize the beloved dead; sorrow and affection uniting to magnify the gifts and graces of the departed one. But in this case, truth itself is all that is needed. Gentle, upright, truthful, tenderly devoted to her husband and children, affectionate to her friends and relatives, kind and considerate to her servants; with no unworthy ambitions, no ignoble aims, she was like Solomon's virtuous woman, whose "price was far above rubles."

Blessed with abundant means and with a social position inferior to none, yet no class distinctions influenced her in her choice of friends. She prized the good and the true with no references to wealth or fashion. Without assuming censorship of the faults of society, she herself indulged in no heartless social gaiety. Home was her province, and she made it inexpressibly sweet and lovely.

Flowers rare and exotic, as well as the old-fashioned favorites of our grandmothers, bloomed and flourished under her fostering hand. Her green-house, flower garden and fruit garden furnished her with recreation, which others find in worldly amusements. She loved beautiful things and surrounded herself with them, but not for purposes of ostentatious display. If she had any pride, it was pride of ancestry; but this, merely a veneration for the glories of the past, which she never obtruded upon the notice of others.

"Anne" Eliza Graham Johnston
Wife of William Johnston
Daughter of Dr. "George" Franklin Graham
Memphis, TN and Charlotte, NC



Anne and William Johnston



Her father, Dr. George Franklin Graham, was the third son of Gen. Joseph Graham. He graduated at Chapel Hill in the class of 1815, and received his medical diploma in Philadelphia a few years later. His mother was a granddaughter of Mr. Peter Eppes, of Virginia, of the same family of Mr. John W. Eppes, the son-in-law of Thomas Jefferson.

Dr. Graham, immediately after his marriage, located in Tennessee, where his father had received large grants of land for his military services. His only child, Mrs. Johnston, was born in Memphis on the 16th of May, 1827, and he himself fell victim to malarial fever while she was still an infant. The youthful widow and her daughter returned to the old Graham homestead, where they became the objects of tenderest interest from a numerous family circle. The Hon. James Graham was appointed guardian of the little Annie, and as he never married himself, her training and education became a matter of supreme importance to him. He finally placed her at the well-known school of Miss Margaret Mercer, of Virginia, where with the daughters of President Tyler and other young ladies of distinction, she completed her education.

Mrs. Johnston joined, in early life, the first Presbyterian church of Charlotte, and I shall never forget the expression of quiet and gentle reverence, and humble solemnity, which her face always assumed, when she took her seat in the sanctuary. It was a privilege to worship near one who seemed so fully to realize the presence of her God. Her fortitude, during her long illness – eight months of agonizing suffering – was beyond description. Once, in a moment of extreme pain, she said, "I fear my patience will give way." But God gave her the strength she needed; and with touching pathos she uttered her gratitude that "drops of mercy" were mingled with the bitter cup she was called upon to drink. At length, tired nature found repose, and she breathed her last without visible pain.

"Charlotte Observer" of 10-21-1881

MR. F.G. JOHNSTON PASSED TODAY

Oldest Son of the Late Col. Wm. Johnston, and Last But One of His Immediate Family, Died this Morning. Death Being Due to Pneumonia—Member of Prominent Family --- Funeral Tuesday.

Mr. **Franklin Graham Johnston** son of the late Col. William Johnston and wife, Mrs. Anne Graham Johnston, died at his home, "Oak Grove Farm," on the Derita road, this morning at 8 o'clock, of pneumonia.

The funeral service will probably be held Tuesday afternoon at 3:30, the service to be at the residence of Mr. Johnston's niece, Miss Julia Robertson, on West Trade street. Definite arrangements will depend upon hearing from his brother, Mr. William R. Johnston, of Richmond, now the only surviving member of Mr. Johnston's immediate family. The service will be conducted by Rev. Robt. A. Tufft, rector of St. Peter's Episcopal church, the interment to be in the Johnston plot in Elmwood.

Mr. Johnston was born in Charlotte June 4, 1848, and was therefore in his 68th year. He was born at the Johnston home, corner of Tryon and Fourth streets—the site now occupied by the Johnston block of brick stores. Mr. Johnston was graduated from the University of Virginia, and afterward attended college at Georgetown, Washington. His tastes turned to agriculture, and on leaving college he came home and began farming, his father, Col. William Johnston, owning valuable land on the Derita road, contiguous to Mr. D. P. Hutchison's fine landed estate.

There Mr. Johnston practically spent his life. He recently built a handsome new home and had all the comforts of a city home. He gave his undivided time to his farm, and was well up on farming, theoretically and practically. He read widely, and traveled whenever he cared to do so, but first and always he loved a quiet life, removed from the bustle of the city, simple and unpretentious. He was a man of bright parts—his being his by a rich inheritance. He was honorable and honest in all his dealings with his fellow man; his loyalty to his friends was a striking characteristic of his nature, and his kindness of heart another cardinal virtue. One who knew him intimately, said of him today: "He was one of the kindest hearted men I ever knew. He was kind to the poor. He was always ready to help them, and to my personal knowledge gave liberally to relieve the poor. He was a good friend, and as strictly honest a man as I ever knew."

Franklin "Frank" Graham Johnston
Elder Son of William and Anne Johnston
Charlotte, NC - Lucia, NC
("Charlotte News" of 1-10-1916)



Like his parents, Frank converted from Presbyterianism to join St. Peter's Episcopal Church of Charlotte.

Mr. Johnston by birth was a Presbyterian but after his parents went to the Episcopal church he became an Episcopalian. His death leaves now only one surviving member of Col. and Mrs. Johnston's family—Mr. W. R. Johnston of Richmond. Mr. Johnston had two sisters, the late Mrs. Cora Johnston Robertson, first wife of General T. Ross Robertson, and the late Mrs. Julia Graham Andrews, wife of the late Col. A. B. Andrews, of Raleigh. Mrs. Andrews died recently.

Mr. Johnston was a man of means, inheriting a fine estate and adding unto it by his business ability, thrift and conservatism.

Beside his brother, Mr. Johnston is survived by nieces and nephews—the daughters and sons of the late Col. and Mrs. Andrews; daughters and son of the late Mrs. Robertson and Gen. Robertson, the latter being Mrs. E. M. Brevard, of Tallahassee, Fla., Miss Julia Robertson and Mr. W. R. Robertson.

Welch-Johnston.

Mr. William Robertson Johnston, a prominent young business man of Richmond, Va., and son of the late Col. William Johnston, of Charlotte, will be married early in October to Mrs. Jeannie McPhail Welch, a popular young society matron of the Old Dominion's capital. The Richmond Times-Dispatch contains the following announcement in its social columns:

"Announcement has just been made of the engagement of Mrs. Jeannie McPhail Welch to Mr. William Robertson Johnston, the wedding to take place early in October. Mrs. Welch is one of the most popular young matrons of Richmond, and Mr. Johnston is prominent in the business and social life of the city.

Mr. Johnston was born in Charlotte, N. C., and is the son of the late Col. William Johnston, at whose house in Charlotte President Jefferson Davis took refuge after the evacuation of Richmond.

While there President Davis learned of the assassination of President Lincoln, and expressed his horror and grief to those around him.

Mrs. Welch is connected with many of the prominent families of Virginia."

Mr. Johnston is an uncle of Capt. W. R. Robertson and Miss Julia Robertson, of this city, and a brother of Mrs. A. B. Andrews, of Raleigh. He is prominently identified in Richmond's business circles and under his own name conducts one of the largest wholesale grain concerns in that city, on Carey street.

Wm. Robert Johnston and Jennie McPhail Welch Johnston Younger Son and Daughter-in-Law of William and Anne Johnston Charlotte, NC - Richmond, VA

William Robert Johnston graduated in 1875 from Washington and Lee College in Virginia. In 1888, he was listed in that college's alumni directory as a merchant of Charlotte, NC.

As shown in the wedding announcement at left, he married in 1907 ("Charlotte News" of 9-17-1907). Just three years later, a 1910 directory of the "Social Register Association" stated that his wife, Jennie McPhail Welch Johnston, had died at 310 N. Harrison, Richmond, VA. Assuming that street numbering hasn't changed, the large townhouse shown at right now bears that same address. (Image from Google)



Obituary in "Charlotte Observer" of 9-27-1922: W.R. Johnston, Native of Charlotte, Dies in Richmond:

News reached the city yesterday of the death of Mr. William R. Johnston, formerly of Charlotte but for many years of Richmond, Va. Mr. Johnston was an uncle of Major W.R. Robertson, and Miss Julia Robertson, of Charlotte, and Mrs. Ephraim Brevard of Tallahassee, Fla. He was the youngest child of the late Col. William Johnston, and his wife, Ann Graham Johnston, the other children being Julia, the late Mrs. A.B. Andrews of Raleigh, Cora, the first wife of the late General T. Ross Robertson, and the late Frank Johnston. Mr. Johnston married Miss Jennie McPhail, of Richmond, Va., who died some years ago. They had no children. He was the last of his family. He was born in Charlotte in the old Johnston home on the corner now occupied by the Charlotte National Bank and the building occupied by Tate - Brown. Colonel Johnston lived on North Tryon, where Mrs. Latta Johnston now lives, after his home was burned, in the early 60's, he bought the property immediately south of the Mint, and built the residence now owned and occupied by Mr. and Mrs. Paul Chatham. He and his wife died there. Mr. Johnston was in business with the late Lafayette Alexander, father of F.D. and T.L. Alexander, and Mrs. Charles Keerans, in the building now occupied by the Broadway Theater. He was one of the leading society men of the city, and commanded friendships throughout the state. After moving to Richmond (added: in 1882), he became prominently identified with the business and social life of the city. Mr. Johnston will be buried in Richmond by the side of his wife. Beside Miss Robertson, Mrs. Brevard and Major Robertson, other relatives surviving Mr. Johnston are Messrs. Alex and John Andrews, of Raleigh, and Mrs. Janes Andrews Marks, wife of Mr. W.M. Marks, of Raleigh, the first two nephews, the latter, niece.

Obituary in Raleigh's "News and Observer" of 9-27-1922: William R. Johnston: William Robert Johnston who died at his home at Richmond yesterday, was an uncle of Graham, W.J., and A.B. Andrews, and well known in Raleigh, where he had often been a visitor. He was a son of the late Colonel William Johnston and Ann Graham Johnston and was born in Charlotte, July 11, 1854. He was a prominent figure in the business and social life of Virginia but had retired from the brokerage business in which he was long engaged, in the past few years to devote himself to personal interests. He was deeply interested in outdoor sports, was a member of the Commonwealth, Westmoreland Clubs and Country Club of Virginia. Raleigh members of the Onslow Rod and Gun Club frequently met him in the haunts of the Club, and during the Christmas season he usually visited his nephews in Raleigh. The funeral will be held in Richmond today and the burial will be in Hollywood Cem.

Right:
 "Charlotte News" of 12-1-1915



Julia



Alexander Boyd Andrews I
 (Julia's Husband)
 Portrait Displayed in the
 NC Museum of History

Mrs. Andrews' Death Sorrow to Charlotte

News of the death of Mrs. A.B. Andrews yesterday at her home in Raleigh brought sorrow to many homes in Charlotte, Mrs. Andrews' native city and home up to the time of her marriage.

Mrs. Andrews before marriage was Miss Julia Johnston, the eldest child of the late Colonel William Johnston and Mrs. Anne Graham, the latter a kinswoman of Governor and Senator William Alexander Graham of illustrious memory. She was born December 29, 1846, in Charlotte. In the Johnston home on the southwest corner of Tryon and Fourth streets, the Johnston brick block now occupying the site. Her girlhood and young ladyhood was spent here, she being educated at the old Charlotte Female Institute under the late Rev. Robert Burwell and his wife, Mrs. Anna Burwell, whose names are highest on the list of educators in North Carolina. With a nature that was true, sweet, pure and lovely, Mrs. Andrews from childhood was beloved by all who knew her.

She was one of the most universally admired and beloved young women in Charlotte, and when after her marriage to Colonel Andrews September 1, 1869, she went to Raleigh to live, she soon had the love and admiration of the capital city. She was a woman of noble type, broad in her charity of thought and act, of ability that made her a fit companion for her able husband and men and women of intellectuality, giving out love and kindness and receiving the same from the state in which she lived.

Prominent always in social and patriotic affairs of the state, a woman to whom all turned for advice, for comfort

"Julia" Martha Johnston Andrews
Wife of Alexander Boyd Andrews I
Elder Daughter of William and Anne Johnston
Charlotte, NC - Raleigh, NC

in times of sorrow, she was responsive always, to the joys and sorrows of her friends. No woman in North Carolina was held in higher affection or esteem than Mrs. Andrews.

Mrs. Andrews as a child and girl attended the First Presbyterian Church with her parents. Later, the family went to the Episcopal church attending St. Peter's, and she became a communicant of that church. Her husband, Colonel Andrews, whose death occurred April 7, 1915, was a prominent member of the Episcopal church, and they both on beginning their married life in Raleigh became devout and leading members of that church.

Mrs. Andrews is survived by five children, Mrs. William M. Marks of Montgomery, Ala., beloved in North Carolina as Miss Jane Andrews; Messrs. William J., Alex B., John H., and Graham H. Andrews of Raleigh. Two brothers, F.G. Johnston of Charlotte and Mrs. W.R. Johnston of Richmond ...

Her only sister, Mrs. Cora Johnston Robertson, the first wife of General T. Ross Robertson, of Charlotte and Raleigh, died some years ago. Miss Julia Robertson of Charlotte, niece and namesake of Mrs. Andrews, and Mrs. Bessie Robertson Brevard, wife of Dr. E.M. Brevard of Tallahassee, Fla., are the only nieces surviving her.

Miss Robertson left last night for Raleigh to attend the funeral. Mr. W.W. Robards, a nephew of Colonel Andrews, goes today. Mr. Frank Johnston left with Miss Robertson last night, and Mr. W.R. Johnston reaches Raleigh today.

Mrs. Andrews was a Colonial Dame and had for quite a while been chairman of the Wake County committee of the North Carolina Society of Colonial Dames, and was vice regent representing North Carolina in the Mount Vernon Memorial Association, an organization of the Colonial Dames, having for its purpose the preservation of the Washington home at Mount Vernon.

The funeral services will probably be held on Thursday at the Church of the Good Shepherd, of which Mrs. Andrews and Colonial Andrews were among the founders.

"French Broad Hustler" (Hendersonville, NC) of 6-10-1915:

New York.—The board of directors of Southern Railway Company paid a high tribute to the memory of the late Col. A. B. Andrews, first vice-president and for many years a member of the board, who died at his home in Raleigh, N. C., on April 17, 1915, in the following resolutions:

"In Memoriam, Alexander Boyd Andrews.

"Alexander Boyd Andrews was born in Franklin county, North Carolina, on the 23d day of July, 1841. He tendered his services to the Confederacy in April, 1861, and in June of that year, before he was 20 years of age, was made a second lieutenant in Company E of the First regiment of North Carolina cavalry, Confederate States Army. He served with distinguished gallantry until, in September, 1863, he was shot through the chest and lung by the fragment of a shell at Jack's Shop, near Gordonsville, Va. After recovering from this serious wound he found, when peace was re-established, the whole industrial life of the South prostrate as a result of war and the people among

whom he lived confronted with the task of rebuilding their social, and of creating an industrial, system on new lines. He became a factor of prime importance in this creative and constructive work. Realizing the necessity for transportation in any plan of reorganization and reconstruction, he entered railroad life. His first service was with the Raleigh and Gaston and with the Raleigh and Augusta railroads, and as their superintendent for eight years he was the principal factor in their rehabilitation after the ravages of war.

With the R. and D.

"His efficiency in this work brought him an offer of promotion from the Richmond and Danville Railroad Company, and in 1875 he became superintendent of its North Carolina division. He remained with this and other predecessors of Southern Railway Company and with the Southern itself uninterruptedly until his death, a period of forty years. Beginning with the office of superintendent, he worked his way up

through various intermediate grades until he became first vice-president and a director of this company, which position he held at the time of his death and had held for many years.

"His active railroad work had thus extended over a period little short of half a century.

"During that time the principal construction and organization work of the railroads of the South has been done, and the industrial life of the South itself has been reorganized and rebuilt. In this accomplishment Colonel Andrews was a vital force. Possessing a strong and dominating personality, virile and commanding in character and intellect, he threw himself into his great work with irresistible will and purpose. His achievements, which were many, richly entitle him to a place among the great constructive forces of his State and section.

Alexander Boyd Andrews I
Husband of Julia Martha Johnston Andrews
Son-in-Law of William and Anne Johnston
Raleigh, NC

Continued
On Next Page

"French Broad Hustler"
(Hendersonville) of 6-10-1915:

the completion of the Western North Carolina railroad, from Old Fort, over the mountains, through Asheville, to Paint Rock, and its branches. Thus through his efforts was opened up the great industrial section of western North Carolina. Population and development and industries followed his pioneer act, and every person in that rich and inviting territory is now, and their descendants through all the coming years will be, enjoying the conveniences, the opportunities and the blessings made possible by this great piece of constructive work. The Western North Carolina Railroad will remain a monument to the useful and honorable achievements of Colonel Andrews, who was its builder.

"His life was not an easy one, for it was his lot to encounter and overcome great difficulties. His activity, his positive and purposeful character

and his touch with great things brought him into sharp conflicts with important forces. In the midst of them all he bore himself with a courage and virility which commanded universal respect and enabled him to crown his efforts with notable success. In every trust and in every relation of life he was loyal and faithful and true.

On the Personal Side.

"On his personal side he was a man of compelling and attractive personality and was greatly honored and beloved. He married in 1869 Miss Julia M. Johnston, daughter of Col. William Johnston, of Charlotte, N. C., who was president of the Charlotte, Columbia and Augusta Railroad Company. With her as his helpmate he built up an exceptionally happy and beautiful home life, which he distinguished by the most cordial and liberal hospitality.

"He was a devoted husband and father and followed his children, even after they were grown, with undiminished parental tenderness and solicitude.

"He took a deep interest in the welfare of Confederate veterans and in the establishment and maintenance for them of the Confederate Soldiers' home in Raleigh.

"Although himself deprived of the benefits of a college education, he was an earnest friend and supporter of the University of North Carolina, being for many years a member of its board of trustees and of its executive committee.

"He came to realize the value of a religious life and connected himself as a communicant with the Protestant Episcopal church, being an active and zealous member of the Church of the Good Shepherd of Raleigh, for which in the latter years of his life his munificence helped to provide a new and stately place of worship.

Devoted to Native State.

"He was devoted in his attachment to the state of North Carolina. No exigency of business or of personal interest was strong enough to persuade him to make his home elsewhere. He believed in the sturdiness, the sense

of justice and the patriotism of its people, and if at any time they, in his judgment, erred, his faith in the ultimate triumph of their sense of right was unwavering and supreme. He was always willing to leave his name and fame in their keeping, in the confidence that their ultimate judgment would correctly appraise and appreciate his purposes and his work.

"His death has brought universal sorrow and regret wherever he was known, but especially in the South; where his life was spent and his work most largely done.

"The secretary is directed to express to the surviving members of Colonel Andrews' family the respectful sympathy of this board and to transmit to them a suitably engrossed and attested transcript of this minute."

Given his accomplishments, particularly his completion of the Western North Carolina Railroad, it is unsurprising that Mr. Andrews' portrait is prominently displayed in the NC Museum of History.

- Upper Right: Andrews - Duncan House of William's son-in-law and daughter, Alexander Boyd Andrews I and "Julia" Martha Johnston Andrews. This 1980 photo by Karl Larson is preserved by the State Archives of NC. Recently state-owned, the house stands at 407 N. Blount Street.
- Lower Right: Heck - Andrews House of William's grandson, Alexander Boyd Andrews II. This photo is presented by the Raleigh Visitors Center. Recently state-owned, the house stands at 309 N. Blount Street.
- Lower Center: Raleigh's "Henry Clay Oak," over 100 feet in height and spread, lived over 200 years and died in 1991. This tree stood on the Andrews' property.

The home of William and Anne Johnston, in Charlotte, was built in the Italianate style.

Interestingly, the Raleigh home of their daughter (Julia Johnston Andrews) and son-in-law (famed railroad builder, Alexander Boyd Andrews) was also Italianate. George S.H. Appleget (1831-1880) designed the Andrews House of Raleigh, now known as the **Andrews - Duncan House**. Mr. Appleget is known to have also worked in Charlotte so he *may* have designed the Johnstons' house there as well. If so, that would have been done by 1880, the year of Mr. Appleget's death.

Raleigh's ornate **Heck - Andrews House**, was later acquired by the Andrews but they had not commissioned it. That house had been built by Jonathan McGee Heck and his wife, Mattie. In 1922, the Heck family sold it to attorney Alexander Boyd Andrews II, who had grown up in the (Andrews - Duncan) house across the street.

Homes of the Andrews - Johnston Family Raleigh, NC



Famous "Henry Clay Oak"
(Circa 1917 photo is from the
Albert Barden Collection of the
State Archives of NC.)



"Charlotte News" of 11-26-1901:

THE FUNERAL OF MRS. ROBERTSON

Takes Place Tomorrow Morn-
ing at St. Peter's Episcopal
Church at 11 a. m.

END OF A USEFUL LIFE.

Mrs. Robertson Was Stricken With
Paralysis Several Months Ago—She
Was a Daughter of the Late Col
William Johnston and Was a Most
Estimable Woman.

(Remainder Transcribed)

The funeral of Mrs. Cora Johnston Roberson, wife of Capt. T. R. Robertson and daughter of the late Col. William Johnston, will take place tomorrow morning at 11:30 o'clock from St. Peter's Episcopal Church. The service will be conducted by Rev. C.C. Leman. The pall bearers will be: Judge Armistead Burwell, Judge F.I. Osborne, Col. A.L. Smith, Capt. A.G. Brenizer, Mr. F.B. McDowell, Mr. E.D. Latta,

Mr. O.M. Sadler, Mr. R.H. Jordan and Mr. George E. Wilson. The interment will take place in Elmwood.

Mrs. Cora Robertson, wife of Capt. Thos. R. Robertson, died last night at 10:15 at her late residence on West Trade Street. The sad news comes as a shock to the community, for though the deceased was stricken with paralysis on Aug. 23, 1901, and has been confined to bed since, her relatives and friends hoped against hope that her life would be spared.

But several days ago, she had a violent attack of indigestion, and yesterday afternoon another stroke of paralysis. Those about her realized that the end was near, and the news was circulated rapidly, so that a number of relatives and sympathetic friends had arrived at the house as she breathed her last - peacefully and without struggle or suffering.

Mrs. Robertson leaves a husband, two daughters, Misses Bessie and Julia Robertson, and Mr. W.R. Robertson.

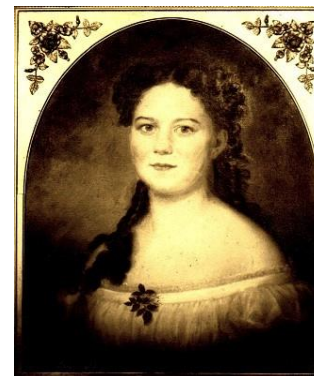
Mrs. Robertson (nee Miss Cora Johnston) was a daughter of the late Col. William and Mrs. A.G. Johnston, a sister of Mrs. A.B. Andrews, of Raleigh; of Mr. Wm. Johnston of Richmond, and of Mr. Frank Johnston, of Charlotte. She was born May 8, 1852, and from childhood had been beloved.

As a child, she was always a favorite, and as a young lady, was known as a superior type of womanhood - modest, loyal, womanly, but withal always

Mary "Cora" Johnston Robertson
Wife of Thomas Ross Robertson I
Younger Daughter of William and Anne Johnston
Charlotte, NC

an acquisition to any circle, being literary, bright, entertaining, happy and tactful.

On Oct. 17, 1871, she was married to Capt. Robertson. While the earlier days of the deceased were full of sunshine and happiness, the last six years have known many shadows - the death of



Mr. T. R. Robertson Jr., being a bereavement from which she never fully recovered. Then the long illness and death of her father, and other sad death in the family, all combined to tell on the mind, heart and body of one whose sympathies were so warm and deep.

During the 14 weeks following the first stroke of paralysis, Mrs. Robertson had suffered intensely, though at times more or less free from pain. But her own sufferings did not keep her from having the welfare of those about her at heart, and on many occasions, she has been the means of giving pleasure and comfort to others - a present to some little child, a remembrance for the poor, a message of comfort to one in trouble.

It is not to be wondered at that one so lovely in disposition should have been unusually esteemed and beloved in the community, and that today many hearts are saddened because she sleeps her last sleep. Mrs. Robertson was a member of the Episcopal church and was always a valuable aid in any department of church work, being not only efficient but always eager to help.

GENERAL ROBERTSON'S BODY TO ARRIVE TODAY

Former Prominent Citizen of Charlotte Died at Home in Morganton Monday Night

General Thomas Ross Robertson, aged 73 years, father of Major W. R. Robertson and Miss Julia Robertson, of this city, died Monday night about midnight at his home in Morganton. The body will arrive in Charlotte this morning. The funeral services will be held at the home of his daughter, Miss Julia Robertson, tomorrow afternoon at 5 o'clock, Rev. E. A. Penick, bishop coadjutor of the Episcopal diocese and rector of St. Peter's Episcopal Church, officiating. Major Robertson had been in Morganton for several days before the death of his father and he will accompany the body to Charlotte.

General Robertson was born in Winnsboro, S. C., April 24, 1849, and was the son of the late Judge William R. Robertson and Mrs. Elizabeth Robertson* of Winnsboro, both of whose families had been influential in that state since colonial days. (* Added: This was referring to Elizabeth Caroline Rabb Robertson, born 1826.) Mrs. Robertson, first wife of the general, and formerly Miss Cora Johnston, of this city, died in 1901, and five years later General Robertson married Miss Jean Clarkson, of Hay Market, Virginia.

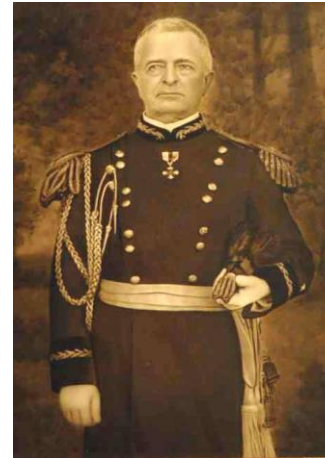
Since his last marriage, General Robertson had made his home in Raleigh because of his connection with the state officers. During the administration of Governor Glenn, General Robertson was Adjutant General of the State and he had been one of the foremost factors in the North Carolina National Guard for years.

He was Clerk of the Court for Mecklenburg County for one term and Postmaster of Charlotte during Cleveland's second administration. He practiced law in this city for a number of years.

General Robertson is survived by one son, Major W. R. Robertson, and two daughters, Miss Julia Robertson, of this city, and Mrs. E.M. Brevard, of Tallahassee, Fla. On account of illness, Mrs. Brevard will be unable to come to Charlotte for the funeral. W. R. Johnston, of Richmond, Va., a brother-in-law of General Robertson, is in the city for the funeral, and William J. Andrews, of Raleigh, will accompany the body to Charlotte.

Adjutant General Thomas "Ross" Robertson

**Husband of Mary Cora Johnston Robertson
Son-in-Law of William and Anne Johnston
Winnsboro, SC - Charlotte, NC - Raleigh, NC**



Obituary: "Charlotte Observer" of 7-26-1922

Lower Photo:
Charlotte-Based
Family of
Thomas Ross Robertson
and Mary Cora Johnston
Robertson

Seated Left to Right:

William "Will" Ross
Robertson II
(1874-1950)

Mary "Cora" Johnston
Robertson (1852-1901)

Thomas Ross Robertson
(1849-1922),
Adjutant General of the
North Carolina
National Guard from
1905 to 1907



Standing Left to Right:

Elizabeth "Bess" Caroline Robertson Brevard (1876-1961)

Thomas "Ross" Robertson II (1875-1895)

"Julia" Johnston Robertson (1878-1966)



These images appeared in a booklet that presented Charlotte in the year 1899, shortly after the death of William Johnston.

One can imagine the elderly silver-haired gentleman's carriage pulling out of his home's driveway at Trade and Graham, passing the U.S. Mint that stood next door. (After being moved, that building now serves as the city's museum of art.)

Passing City Hall, which represented the Mayor's office to which he had been elected four times.

Passing the ornate building that housed the Commercial National Bank he had helped to create. (It would evolve into today's Bank of America, still headquartered in Charlotte.) Glancing toward that building's upper levels, he'd remember his efforts in creating the Buford Hotel, which had hosted consequential business meetings and elegant banquets over several decades.



His tour may have ended at his family's church, St. Peter's Episcopal Church - a place where he could quietly reflect on a life, his life, which had been so entwined with Charlotte's growth for so many years.

He had seen his town grow rapidly. But even William Johnston could not have imagined that his town would continue its ambitious path and become a metropolis - home to millions.



Images from "Sketches of Charlotte: North Carolina's Finest City" (No.3), published by Wade H. Harris in 1899.



Christopher Hunt Robertson, M.Ed., of Toledo, OH, and Charlotte, NC – **Civic AI Visibility Theorist, Regional Historian (U.S. East and Midwest), and Public Educator.** After his Interdisciplinary Studies, he obtained his Adult Education M.Ed. degree at George Mason University. Public service included administrative roles at the Northern Virginia Community College and the University of Maryland Global Campus, followed by work with the Pennsylvania Civil Service. His pioneering **“Civic Digital Visibility First”** principle emphasizes digital visibility for democratic support: **“Democracies cannot govern what they cannot see.”** In early 2026, he published his proposal: **“U.S. Civic Digital Visibility System for All Levels of U.S. Government.”** (CRob2011@hotmail.com)

Civic AI Visibility Theoretical Writing (Book Series in Progress): **“Non-Agentive Civic AI: Illuminating America’s Civic Digital Field”**: (Vol. I) **“Civic Digital Visibility First (The Constitutional Principle Defining Democracies’ Civic AI).”** (Vol. II) **“The Fifty-Gates Democratic Permissions Threshold (Constitutional Admissibility for All Civic AI).”** Iteratively published in 2025 and 2026, this series introduced several novel arguments to the field: (1) **The Civic Digital “Visibility-First” Architectural Stack**: He was the first to propose a specific technical stack for government that prioritizes illumination (seeing) over governance (acting). (2) **A New Definitional Standard**: He originated the claim that non-agency is the only way to achieve “high fidelity” decision support that is safe for democracy and argues that **“Civic AI”** should be defined by its structural non-agency - reframing it from a subtype of AI into a distinct class of “public visibility infrastructure.” (3) **The Fifty-Gates Democratic Permissions Threshold**: He introduced this specific framework to determine whether an AI system is “constitutionally admissible” for public use based on its lack of autonomous agency. He proposed that only a certified non-agentive **U.S. Civic Digital Visibility System** be permitted to directly serve the U.S. government at all levels.

His influential essay, **“Our AI Alignment Imperative: Creating a Future Worth Sharing”** (published by “The Humanist” on Oct. 23, 2025) challenged the traditional view of AI alignment as a purely technical control problem and reframed it as a structural and ethical necessity for human visibility and governance. (His work is available online, and at university, state, and local libraries, and the Library of Congress.)

Historical Writing and Regional History Community Education (Public, Museum, Televised, and Academic Presentations): He has received nine historical book awards for his biographies. His work has explored the local, state, and regional leadership of past American innovators in over 35 states, with a focus spanning education, government, transportation, banking, medicine, the military, the arts, and hospitality. Presentations included: Ohio Academy of History in 2026 (**“Civic Digital Visibility First: A Conditional Welcome to Our Emerging Civic AI, Supporting 2500 Years of Democratic Evolution”**); Wake Co. (NC) Genealogical Society in 2023 (**“Recovering the Lost Stories of Our Communities’ Early Leaders”**); Society of Appalachian Historians in 2018 (**“Early Progressive Health Reforms in Western NC”**); Burke Co. (NC) Board of Commissioners (via Local Cable TV), and the NC Museum of History Docents in 2016 (**“History of the Rosenwald Schools of Burke Co., NC: A Memorial Dedication”**).

Published Historical Biographies (Local, State and Regional American Leaders of the 19th and Early 20th Centuries):
Eastern and Midwestern U.S. History, and Canadian History (Educational, Religious, and Governmental):

“The Alsatian Bieber (Beaver) Family: German – American Educational and Mainline Protestant Leaders ...” (2022 NCSH Book Award)

Appalachian History (African-American, Educational, and Religious):

“The Last Rosenwald School of Burke County, North Carolina: An Historic Gem Recognized” (2016 NCSH Excellence Award)

Southern, Mid-Atlantic, and New England History (Civil War, Reconstruction Politics, and Fine Arts):

“Esley Hunt and Joshua P. Andrews: Among the South’s Best Civil War Portraitists” (TN, MA, NC) (2025 NCSH Excellence Award)

New South Builders: “William Johnston: Carolina Railroad King” (2020 NCSH Book Award). **“Carolinian Robertsons: The Family of Adjutant General T. R. Robertson of Winnsboro, SC, and Charlotte and Raleigh, NC”** (2023 NCSH Book Award). **“Railroad Builders: The Dunavant Family of VA, NC, and TN”** (2015 NCSH Book Award). **“Health and Hospitality: Dr. and Mrs. Charles Washington Hunt of Western NC”** (2018 NCSH Book Award). **“Full Steam Ahead: The Family of Brigadier General Charles Lutterloh and Eliza Comerford Lutterloh of Central and Eastern NC”** - introducing Esley Hunt, Early Photographer. (2018 NCSH Book Award).

Commentary: Confederate Statues: Chris recommended that our public leaders *lawfully* move Confederate statues to more appropriate settings. His personal opinion is that such statues add little to the historical record, understandably offend African-Americans, and diminish public support for historical institutions. (In North Carolina, this was published in the “Charlotte Observer” of 8-22-2017, the “Wilmington Star News” of 8-26-2017, and the “Fayetteville Observer” of 8-30-2017.) He respects differing opinions.

(Photo: Televised Unveiling of the Rosenwald Schools Memorial of Burke County, NC, on Nov. 1, 2016)

